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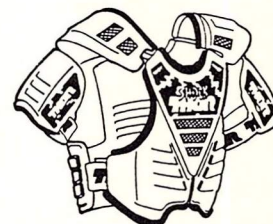
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TRAIL RIDER

M A G A Z I N E

October 1990
Volume 20 Number 10

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On the cover: Bert Guerrette, NETRA Enduro Champion for 1988 and 1989, carves up a sand berm for lunch on our 300 E/XC. Bert has the ability to never look like he's going fast while he stomps all over his competition. Will he repeat again this year? We'll know in November!



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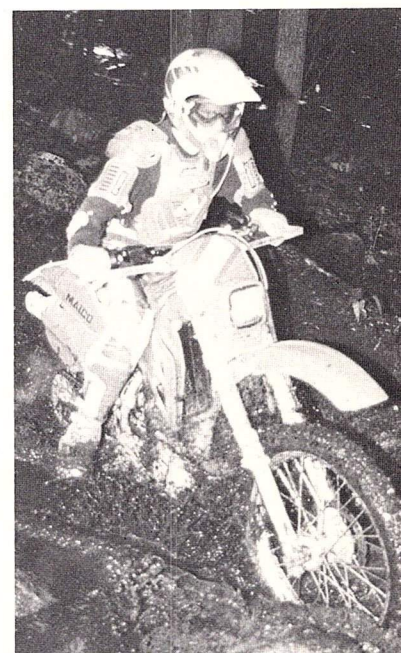
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Warning: Riding like a pinhead is something you should strive to avoid if you want to have fun and remain relatively injury free. This sport does have its hazards, though, and you should learn to expect minor puncture wounds, various types of skin abrasions, and attacks from flocks of noxious insects, some that crawl and some that fly. Also, if you don't scare yourself silly with a near-miss on just about every ride, well, you're not trying hard enough.

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ANSWERS AND QUESTIONS

By Paul Clipper

As this is being written it is the ides of August. Everyone east of the Mississippi is on vacation, and the rest of us don't feel like working. I, personally, feel like working even less than everybody else, so rather than being creative and humorous in this column this month—which takes an incredible amount of effort, believe it or not—I'm going to spend the space answering questions and passing on little generic tricks that the staff and I have picked up lately.

The staff, by the way, consists of myself, my invisible friend Bartholemew, the neighbor's cat, and an unknown gentleman who lately has been calling the office and harassing me with all sorts of abuse on topics as varied as proper grammar and the evils of too many years of a Republican administration (as if there was something else available). Since I haven't been able to get rid of him, I've decided to make him an honorary staffer. Shows you what sort of status the posi-

tion demands.

Anyhow, now that you know the questionable source of the rest of this page, you can go on out and do some more Jet Skiing or turn on the TV. You won't be missing much!

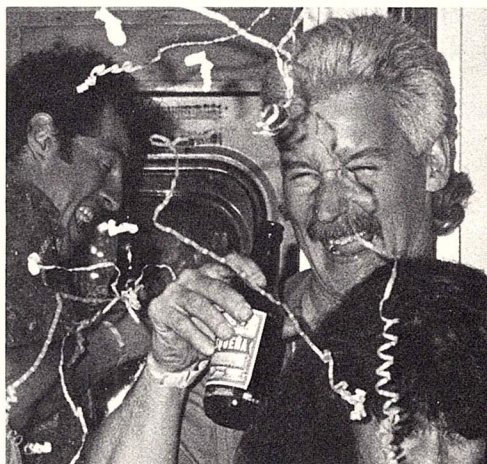
Tip # 1: Grips.

We spend so much time on suspension, carburetion, handling, and all the really glamorous shop jobs, how much time do we really spend thinking about grips? A much-ignored subject, but very critical if you want to hold on to your bike. How do you keep grips on?

Well, you glue 'em—if you don't mind Contact Cement oozing out all over everything. One major school of thought maintains that grips should be installed clean and dry, on a clean and dry surface, and that's it.

Sounds like the Famous Desert Riders school of thought.

Still, they have a point. If you put them on dry they'll stay on all right as long as you keep water out from under them. Here's an idea—instead of using soapy water to lube the grips, use rubbing alcohol. You'll have to slosh a lot on, but when it dries (in seconds) there's no way your grips will slip. Then, safety wire the grips at each end. Keep in mind that the reason we use safety wire is to keep water out, not to actually hold them to the bars. They're the right size; they'll stay on.



Clutch contamination:

What happens if you use the "wrong" oil in your gearbox and it causes your clutch to slip? Laugh if you might, but some combinations of oils and clutch plates are like poison. For example, using Kal-Gard 4-Plus motor oil (the black

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ACERBIS DESIGN

stuff, with molybdenum disulfide) in an early '80s Husky is guaranteed to make the clutch slip unmercifully. Some other really slippery gear oils can do the same thing, although it's impossible to predict what the combinations are.

But once your clutch is slipping, what do you do? Take it all apart and clean the plates with solvent? Yes, that might work, but it certainly is a hassle. Try this: Get the engine hot without abusing the clutch any more than you have to, and then drain the offending oil. Leave it sit over the pan for a while, and drain it all out. Then, fill the transmission with GM-spec automatic transmission fluid, the red stuff that says "Dextron II" on it.

Start up the bike and ride around on it. No, it won't hurt the transmission; KTM recommended ATF for their bikes for years—all the years they had clutch problems. Get it good and hot, and see if the clutch doesn't come back. It probably will. Drain the ATF while it's still hot (it won't hurt to ride for a day or so on it if you like), and fill your trans with an oil that will go a little easier on your clutch plates. Sometimes the best choice is a 20W-40 *non-detergent* motor oil, a rare bird that you can sometimes find at a good auto parts store for about a dollar a quart. The lack of detergents and additives will make your clutch very happy.

This tip from Bob Henry: If you want to do a real gentleman's tire change, use three tire levers. Let the air out of the tire, stomp the bead loose, then sit the wheel up on a 5- or 30-gallon bucket (you don't have to bend over so far). Next, insert three tire levers about three inches

apart from each other. Pry up lever # 1, then # 2, then # 3; and then remove # 2, take another bite of the bead with it, and they remove the middle lever again and repeat until the tire is off. It's so simple this way, but so easy to forget and use two levers like we do here at *TR*.

Horsepower tip: You've heard this one before, no doubt, but remember it the next time you have your exhaust pipe off. When you re-install your pipe, clean all the grunge off it and the exhaust manifold, and "caulk" the connection with hi-temp silicone gasket sealer when you're done. This will completely prevent any leaking around the pipe, at least for a while, and you'll be amazed at the power you can pick up if it was leaking badly. It'll help quiet it down, too.

Crystallized plastic: Don't use Loctite on fender bolts, airbox mounting bolts, or any fastener that will come in contact with plastic. Why? Because cyanoacrylate adhesives—like Super Glue or Loctite—contain compounds that attack most plastics and can render them nearly as brittle as glass. Have you ever lovingly attached a new fender, using brand-new washers and Loctite, and had the fenders break off just weeks later, cracked in circles around the new washers? Now you know why it happened.

The same sort of thing just about killed the "unbreakable" plastic control lever business back in the '70s. The first plastic levers really did seem to be unbreakable when they were new, but shortly after you used them a little they would snap right off, and you hardly even had to bump them! Now there was a weird problem, and one they still pops up to this day. We all used tons of

contact cleaner back then, to clean things and wash away old grease and such, and many of the contact cleaners (as well as some propellants for cable lube) were instant death to the "unbreakable" plastic.

The modern-day plastics used for gas tanks and fenders aren't affected much by contact cleaner anymore. It still pays to keep Loctite away from them, though. Loctite is powerful stuff, and best suited for metal-to-metal connections.

Loctite, by the way, helps to prevent galvanic corrosion; and in doing so it's actually *good* for nuts and bolts. Galvanic corrosion is what happens when you mix two different kinds of metals (steel bolts and aluminum threads, for example) and mix in rotten conditions, such as heat, dirt and water. The two metals react with each other, forming a nasty corrosion layer that can make bolts next to impossible to remove, and can actually end up with the softer metal being destroyed.

The people at Kal-Gard once told me that titanium was one of the worst metals for causing galvanic corrosion; apparently it doesn't mix with anything. You're most likely to see this problem with the mounting bolts and pins for your brake calipers—alloy parts attached with steel bolts and nuts. Your best defense? Just grease the threads completely before you assemble your parts (or use Loctite where it's called for) and you'll have no problems.

Well, that's it. Keep an eye on this column next month. If we don't shake this spring/summer fever, you're liable to see recipes here! ☺



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HELP FOR ISDE

The Central Jersey Competition Riders called to let us know that they were sponsoring two of the east coast's premier ISDE riders this year. CJCR is giving Drew Smith of Ridge Riders and Steve Hatch of Ithaca Dirt Riders each \$150 to help towards their expenses in this year's Swedish International Six Day Enduro. These guys do get a little bit of help from the AMA and the ISDE Rider Support Fund, but most of their expenses are out of pocket, and \$150 will definitely help. A tip of the TR hat to Central Jersey for this helpful move.

FREE LAND

Trail Rider has it on good authority that members of the ECEA executive board have begun talks with a group in New Jersey that owns large tracts of land in the Pine Barrens. The ultimate goal is to acquire the right to manage a section of this land that right now is being used for riding, and is in bad need of some policing and maintenance. We can't release any more details except to say that the mood of the meetings has been very encouraging, and it is very possible that the ECEA will have its own riding land, possibly as early as next spring. Stay tuned for more details.

MYLES STANDISH UPDATE

Talks have been held to determine the fate of the new trails constructed by the Pilgrim Sands Trail Riders on behalf of Myles Standish State Park in Massachusetts, and things are looking much better than they were last month. Accord-

ing to the NETRA Newsletter, a compromise was worked out between members of the PSTR and park officials, in which the trails will be walked and inspected and sections may be opened to riding if they pass muster. Apparently, ecological concerns are the problem, and some of the trails may have been accidentally run through sensitive areas. In the mean time, riding can still continue on the 30 miles or so of previously marked trail in the area.

CAPE DUAL SPORT

Speaking of Cape Cod, don't forget about the Cape Cod Woods Riders dual sport ride, planned for the 14th of this month. Sign-up starts at 8:00 A.M. at the commuter parking lot behind the Burger King at the intersections of Routes 6 and 132 in West Barnstable, Mass. The entry fee is \$10, and the route will consist of wooded, dirt and paved roads in the mid-Cape area, and some optional single track will be available for the adventuresome. Contact Ernie Wurlitzer and he'll fill you in on the details—(508)362-3257.

GAINING GROUND

The National Recreational Trails Fund Act is moving along quickly, gaining more interest as it goes. The Act, as we reported last month, would create a fund from federal fuel taxes paid by recreational motorists, and would create a reserve of money to pay for recreational trail programs. See this column in last month's issue for a sample letter and more details, but basically you should write your senators and congressmen and ask them to support Senate bill S2150 and House bill HR4040. The bills in question would help trail riders out by giving states the ability to apply for grants for new programs, and you know how states like federal money. Write today—this is the first step in solving all the problems we're having.

BIG, BIG NUMBERS

How many people go to the Blackwater 100 each year? A lot, right? Well, listen to this. We read a piece in the Morgantown *Dominion Post* about this year's event, and Walt Ranalli, executive director of the Tucker County Alpine Festival, was quoted as saying the Blackwater 100 brought 40,000 visitors to Davis on last Father's Day weekend. 40,000! That is an amazing one-weekend increase for a town boasting a population of only 979 lucky souls.

Most importantly, that 40,000 visitors were responsible for a "\$3 million to \$4 million" boost in the local economy in a 40-mile radius. Needless to say, the residents of Tucker County *love* the Blackwater 100, and for good reason.

Incidentally, most all of Canaan Valley, the location of the Blackwater, is privately owned by Monongahela Power Company, who give the permission to use the land for the course each year. They also post the land as follows: "Recreational use permitted. Please: No littering, No alcoholic beverages or controlled substances. Use of property is at your own risk." In

our book, Mon Power deserves a huge thank you, from all of us!

ISDE TRIP

Al Eames is a well-known figure in NETRA history. Possibly the most important thing he contributed to New England was the 1973 International Six Day Trials, in which he was trail boss and the main organizer. Al has been sick lately, and lost both his legs to diabetes. He's not getting around as well as he used to, but he's still



Al Eames

full of fire, and still an enthusiast in our sport.

Al's been saying lately that he'd like to attend another Six Days before his condition gets any worse, and Gary Doerr of New York—a Senior rider who qualified for this year's ISDE—has taken Al's dream to heart and is taking Al to the Swedish ISDE with him. Gary has been soliciting contributions to help defray Al's expenses, and he even talked the AMA into contributing Al's airfare. Gary only has to pay for the ground transportation and lodging now, and he's looking for old friends of Al to help him out. If you'd like to help pay for Al's Six Day trip, send a check, payable to Al Eames, to Gary Doerr, 190 Hunts Lane, Chappaqua NY 10514.

NETRA RULE CHANGES

Attention NETRA members: Any new rules or changes you may have that you'd want to propose for 1991 need to be submitted by the 31st of October in order to be included on the agenda for the 1991 rules meeting. Write down the changes you want to propose, and get them in to the NETRA office before the end of this month.

DELAWARE AGAIN

Fans of the Delaware Enduro Riders' Fair Hill hare scrambles will be pleased to know that they have another one coming up. Their fall run is called the Scotten Farm Hare Scrambles, and it's

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)

P.O. Box 478
Ellington, CT 06029
(203)875-5757

East Coast Enduro Association (ECEA)

1380 Route 70
Browns Mills, NJ 08015
(609)893-7294

Virginia Championship Hare Scrambles Series (VCHSS)

114 Holloway Drive
Smithfield, VA 23430
(804)255-4620

Pennsylvania Trail Riders Association (PATRA)

Box 77
Thomasville, PA 17364
Potomac Motocross
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Budds Creek, MD 20650
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North Carolina H.S. Series

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American Motorcyclist Assn.

P.O. Box 6114
Westerville, OH 43081-6114
(614)891-2425

Southeastern Enduro and Trail Riders Association (SETRA)

P.O. Box 1935
Roswell, GA 30077-1935
(404)532-6832

New York Hare Scrambles Series

(315)682-8017
District 4 Enduro Comm. (NY)

568 Whittier Road
Spencerport, NY 14559
(716)594-0384

District 6 Sports Association


P.O. Box 554
Lebanon, PA 17042
(717)272-6896

WHAT'S ON October

10/6-7 GNCC Forest Festival
Elkins, WV
10/7 NETRA CATRA II H.S.
Fishouse, NY
10/7 NETRA Cidah Run Turkey Run
North Conway, NH
10/7 R.O.R.R. D-6 Hare Scrambles
Reading, PA (215)926-3181
10/7 D-4 Wayne County Fall Enduro
Newark, NY
10/7 ECEA Sandy Lane Enduro
Greenbank, NJ
10/14 Flying Dutchmen D-6 H.S.
Pine Grove, PA (717)345-6340
10/14 NETRA Black & Blue Enduro
Stafford, CT
10/14 VCHSS Peninsula 100 H.S.
Newport News, VA
10/20 NETRA Sleepy Hollow Jr. Enduro
Southcentral, MA
10/21 Flying Dutchmen D-6 H.S.
Pine Grove, PA (717)345-6340
10/21 VCHSS Pickett's Charge H.S.
Fort Pickett, VA
10/21 NETRA Sleepy Hollow H.S.
Southcentral, MA
10/21 D-4 WNYERA Fall Enduro
West Falls, NY
10/21 NETRA Grip Twister Turkey Run
Wrentham, MA
10/21 N.Y. State Hare Scrambles
New Berlin, NY
10/21 D-7 Whiskey Ridge G.P.
Sharpsburg, MD (301)655-8744
10/27 NETRA Tri-State Jr. Enduro
Webster, MA
10/28 NETRA Tri-State Enduro
Oxford, MA
10/28 ECEA Delaware Enduro
Bear, DE
10/27-28 Hardrock GNCC
Fairmont, WV

in a location that is a little more technical but just as much fun, with the DER's legendary instant scoring method. The course will be six to seven miles long for the Experts, shorter for other classes, and the schedule is Youth classes at 9:00, Specialty classes at 10:30, and Expert and Amateur at 1:00. The date for this fine event is November 4, one week after the DER's famous enduro. You can get an entry by writing to Delaware Enduro Riders, 2190 South College Avenue, Newark DE 19702; or call (302)834-4411.

GRIFFIN OPEN HOUSE

Heading for the Sandy Lane enduro on October 7? If so, you should plan to stop for a few minutes on Route 563 in Chatsworth, NJ, and take a look around Griffin Vehicle Service. They're having an open house on Saturday, and offering a free hot dog and soda to everyone who turns up, and they'll probably have some special prices to celebrate the weekend with. The open house is from about 9:00 A.M. to...well, maybe six or seven, and it's guaranteed to be fun. 

OFF-ROAD TIRES

TIRE TALK by Stio

Don't neglect your tires. Their grip determines your future. Always check your tire pressures with an accurate, dial face gauge before riding. Under inflated tires may over heat, suffer shortened wear life and cause poor handling. To high a tire pressure gives a harsh ride, reduces the tread 'footprint' on the surface and will not give good grip or wear life. Follow your motorcycle manufacturer's recommendation on front and rear tire pressures. Adjust these pressures upward if you ride on rocks. Reduce pressure back to standard when riding on soft ground. But, most importantly, read and follow your Owners Manual instructions for correct tire pressures. Never exceed the maximum load capacity marked on your tire sidewall. The tire factory has tested the tire to this maximum load and corresponding maximum pressure. When your loading approaches the tire maximum, you must inflate to the maximum pressure shown on the sidewall.

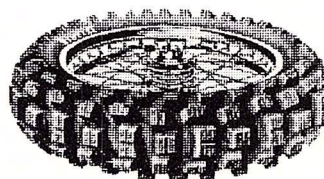
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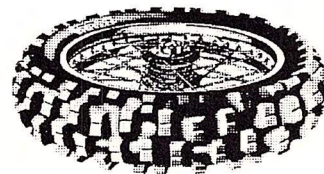
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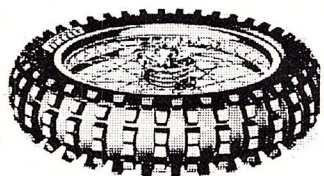
Hardrock
(Hard Terrain)

110/100-18
120/100-18
120/80-19
130/80-19
80/100-21



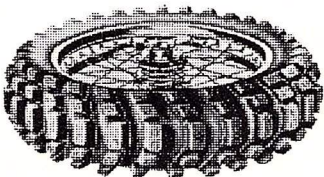
Worldcross
(Intermediate/Hard)

110/90-18
120/90-18
120/80-19
130/80-19
90/90-21



Sandcross
(Soft/Intermediate)

110/100-18
120/100-18
120/90-19
130/80-19
300-21



Lagunacross
(Sandy/Loose Terrain)

110/100-18
120/100-18
120/80-19
130/80-19
90/90-21

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THE REST OF THE WORLD

DR-S NOTES

We forgot to mention in the test of the Suzuki DR350-S last month that an accessory oil cooler is available as a bolt-on option straight from Suzuki. The oil cooler retails for about \$160, and it fits both the DR and DR-S. The bike may not need it, though. We've been spinning the wheels off our DR-S and haven't noticed any excess heat.

We've been working on it, by the way, and probably next month we'll show you the fruits of our labors. It now has a plastic tank, a re-valved suspension and a much more comfortable seat. Maybe by next month we'll figure out how to make it start on the first kick.

As a curious aside, we received a call from John Nicholson from *Kiwi Rider* in New Zealand, who told us that every one of the DR350 machines in NZ grenaded their kickstart mechanisms. We checked into it and found out that the very first version of the DR had a bad kickstart gear, but that American Suzuki discovered the problem and fixed every one of the U.S. bikes before they were released—which is one reason why they appeared so late in this country. So far, American Suzuki claims there have only been a few failures, and they are warranting any of the bad parts.

NEW DESIGN

Here's a photo of Ted DeVol's "project"

Kawasaki we told you about, the bike he had on display at the Cincinnati trade show. The swingarm is a one-sided affair—the wheel is just hanging out in the breeze on the side you can't see. The rear disc is also the sprocket, and both wheels are aluminum discs. Ted says the wheels are going to go into production, and he'll be offering them for Japanese MXers.

DeVol says they've been testing the single-sided swingarm and disc wheels for some time, and the main advantage of the wheels is light weight and massive strength. We can see another advantage: a new surface to put stickers on! Also, bicycle riders use disc wheels because they're more aerodynamic; and on that basis you may be able to assume that solid wheels would make your bike faster and increase your fuel mileage. Whatever the result, it's refreshing to



see someone stretching the limits of technology rather than towing the lines laid out by all the corporate marketing departments. Keep it up, Ted; it looks cool!

INCAS RALLY

As we're going to press, the first reports from the Incas Rally are coming in, and no, we're not there this year. Our latest fax is from day five of the event, with the riders going from Cusco to Quincemil on the edge of the Amazon jungle, and for this stage of the event Heinz Kinigadner took the overall, with 1988 Incas winner Walter Surini finishing second. Kinigadner is a crazy Austrian ex-motocrosser, and one of the nicest guys (and best partiers) you'd ever hope to meet. He was twice World MX Champion in the 250 class, and so far appears to be leading the Incas Rally overall.

Kevin Hines and Bill Berroth are the top scoring Americans so far, and on this day Hines finished sixth overall, and Bill, ninth. Hines is in a great position to challenge for the overall; by our estimates he's in about fourth place. Berroth is having the ride of his life—on day two he beat Hines to the finish, and so far he is running easily in the top ten overall, maybe as well as seventh.

Considering how well our two friends are doing we wish we were there to cheer them on, but we'll just have to wait by the fax for daily results. More on the final outcome next month.

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CLOUDY FUTURE

International Motorsports sent us a copy of a memo sent to all California Briggs and Stratton small engine dealers. The sender of the memo reminded dealers of the standards intended to be imposed by the California Air Resources Board (CARB) concerning small engine emissions. CARB had proposed interim standards to be implemented in 1994, and then stricter standards to be enforced by 1999. In the memo, it was said that the 1994 standards were "technologically and economically unfeasible for all but a handful" of present engine designs/manufacturers; and that the 1999 standards as proposed by CARB were "virtually unattainable by any known or foreseeable means."

If this situation causes so much concern with the small engine manufacturers, imagine what it will mean to recreational cyclists. Another clipping IMS sent claimed that the future of the two-stroke small engine design was virtually dead, since trying to attain any of the presently proposed emission standards would be virtually impossible. Various groups are lobbying CARB to relax their standards, but the future does not look good for the two-stroke, be it a hedge trimmer or a CR.

DULL SEASON

It's the middle of the summer right now, and things are entirely too slow around the *Trail Rider* offices. Everybody in the world, it seems, is down at the beach or out on the lake on a Jet Ski, and finding riding partners in this heat has be-

come nearly impossible.

So, we're packing up and heading out to Colorado for a couple of days, just to see what riding is like in the state where all rocks are born. Pete Denison of Moose Racing invited us out to try out one of their Moosed-out machines, and he didn't have to ask more than twice. It may make it into next month's mag, and then again it may have to wait until the December issue, but it should be an interesting change of pace.

MX IN MD

Sunday, October 7 is the date for our closest AMA 125/500cc National motocross, happening in Budds Creek, Maryland, at the Potomac Motocross track—scene of many hare scrambles in the past years. If you haven't seen Potomac MX, you should go. The track is designed just like a true European MX track, with 16 hills and over 20 jumps along its 1.5 mile circuit.

This race will bring the likes of Johnson, Stanton and Bayle from Team Honda, Ward, Lechien and Matiasevich from Team Kawasaki, Bradshaw and DuBach from Team Yamaha, and Cooper and Tichenor from Suzuki. In addition, there are amateur races scheduled for Saturday, and an invitational mud-bog for giant trucks on Sunday.

General admission tickets are available at the track the weekend of the race, and there's plenty of grass seating with no possibility of a sell-out (the place is big!). The track is located on Route 234, 15 miles south of Waldorf off of Route 301; and for more information call the track office at (301)475-2000.

CLUB HELP

Did you know that your club may be able to qualify for financial assistance from the SVIA for specific projects? Do you know who the SVIA is? The Specialty Vehicle Institute of America is an organization funded by the major manufacturers to assist clubs and riding organizations with all sorts of problems most clubs have no experience with. Things such as land use hassles, legal problems and the like.

Well, clubs can also apply for grants from the SVIA, and in the past funds have been granted for trail construction projects, trail signs, sound meters and important club mailing projects. The size of the club and its track record in the past all help determine what level of assistance can be granted. Also, the funds are available only for very specific purposes, and are best applied for projects that foster goodwill with land managers and benefit the entire riding community.

Interested? Have a project in mind? Get in touch with the SVIA at 2 Jenner Street, Suite 150, Irvine, CA 92718.

BICYCLE ENDURO

Oops! This is too late for Eastern News, but we'll slip it in here: October 14 is the date for the annual Second Start Bicycle Enduro, to benefit the Second Start alternative school in Concord, New Hampshire. It starts in Dunbarton, NH, the course will be 30 miles for Experts, 20 miles for Intermediates, and 12 miles for Beginners—and it's all single-track trail. Call (603)529-7629 for information.



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NETRA Round Four

The Knox Knock-About!

The Knox Trail Riders serve up a real stone pile for a change!

By Paul Clipper

Southampton, MA 7/1

First, let's start this account off with a message to all the "C" riders who entered the Knox enduro: They didn't mean anything personal, guys. Gimp and the Knox boys wanted to lay out a tough one, and they did. And, they told everyone it was going to be a real rocker, too; so no sniveling!

Actually, the Knox ride would have been easier if Southampton hadn't been dumped on on Saturday, making all that nice mountain dirt between the rocks into slick black mud. Weather was a big factor, but that does little to appease the "C" riders, of whom only one rider finished. Former Junior rider Ray Archambault took the top "C" honors with a score of 67 points, and no one else in his class made it any farther than check eight.

Once again, we hope they all have a sense of

Russ Stearns was doing well until he lost his chain in a rock garden. Jack Lafferty Jr. was also doing good, until he lost his chain right next to Russ!



humor!

The "A" riders got a workout chasing after Kevin Hines, who easily topped the field with a 23-point loss. Second to Hines was fellow KTM rider Bert Guerrette, who lost 34 points in a pretty trouble-free ride. Bert tied with Ron Stavens, who picked up the High Point A award.

Two other guys were looking good for the top-rider-under-Hines position, but were both victims of mechanicals, and both in the same exact spot.

Russell Stearns, who has been nipping at Bert's heels all along, was smoking through one boney section that we could hardly walk in, when he hit a rock and bent the chain guide on his KTM, which just happened to be "protected" by a very stout stiffener. Trouble was, once you bend a reinforced chain guide it's nearly impossible to bend it back, unless you happen to be carrying a crowbar with you. Russ worked on it, but the wheel just wouldn't turn, and he had to pull out his tools and work on taking it off completely.

Meanwhile, Jack Lafferty Jr., the South Jersey flash, was visiting Bert and decided to enter the enduro. He was honestly flying over the course, and may have been in contention for second overall, but he came through the same section, hit the same rock as Russ, had on the same chain guide, and tossed his chain in the same spot—he even fell on top of



The Knox Trail Riders like to run people through tubes. They were dark, but they were probably the smoothest part of the course!

Kevin Hines came out for a fun ride, and won the overall—after racing a national bicycle race the day before! He liked the course, but wished it was longer.





Al Zitta rode the A Senior class to a win, looking like he was exerting himself as little as possible.

Tom Norton was doing well in the morning, but a mean crash slowed him down.



The day started out nice but heated up quickly. Still, it was cool in the woods...rocky, but cool.

Russ while he was trying to get his footing. Lafferty didn't tweak his quite so hard, and he got down and yanked on it mightily and managed to straighten it up enough to ride, but lost about four minutes in the process and missed out on a trophy.

Paul Milliken also dropped 34, but lost a few more seconds than Stavens and had to settle for top spot in the A Lightweight class. Dave Burnett rode his aging IT200 in the A Bantam class and took the win with a 39. Glen Bauer was the only rider to finish the course in the A Heavyweight class, doing it with 81 points down; Jim Satryb won the A Vets class with 40 points to his credit, and Al Zitta came out of hiding and took the Senior A trophy with 42 points. Bob Dana, of

course, won the A & B Four Stroke class with a 39.

The "B" riders dropped a few more points, but some did very well. Tim Jonelis took the High Point in that division with 49 points lost; he'll be an "A" rider soon if he keeps it up. Ed Bishop topped the B Bantam class with a 57, and Dan Cowan was the top rider in the B Lightweight class. William Martin topped the B Heavy class, 75 points in the hole, and Dave Ellingwood topped the B Vets with 61. John Campetti was the top rider in the B Senior class, losing 86 points.

Aside from Archambault's High Point, everybody else didn't quite make it to the end. Diane Pavoni was the top Women's class rider,

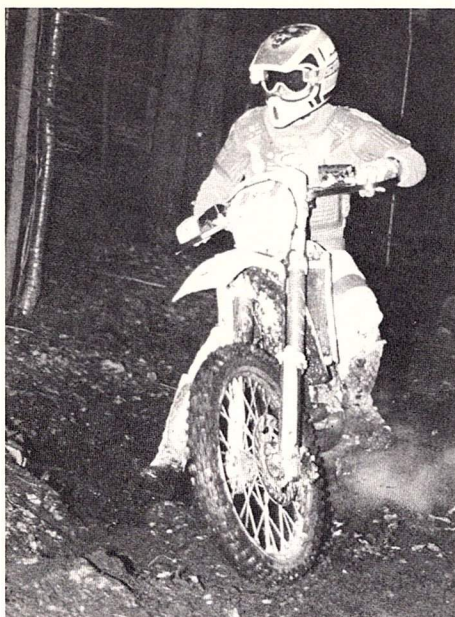
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Paul Milliken tied for second overall, but emergency points knocked him out. He won the A Light class with a 34.

Knox Brain Buster Enduro Class Results

Kevin Hines 23

Ron Stavens 34

Tim Jonelis 49

R.T. Archambault 67

1. B. Guerrette 34

1. D. Burnett 39

2. T. Norton 42

3. P. Royer 45

1. P. Milliken 34

2. R. White 37

3. K. Clark 39

1. G. Bauer 81

2. E. Sweetser ck.6

3. P. Kordana ck.5

1. A. Zitta 42

2. G. Martin 52

3. B. Johnson 57

1. J. Satryb 40

2. P. Ruggiero 59

3. F. Burnham 61

1. E. Bishop 57

2. E. White 60

3. W. Ainsworth 63

1. D. Cowan 49

2. R. Maguire 70

3. T. Pydych 74

1. W. Martin 75

2. R. Worster 76

3. B. Young 98

1. J. Campetti 86

2. G. Circosta 91

3. R. Courtemanche ck.8

1. D. Ellingwood 61

2. T. Vella 65

3. K. Davis 66

1. D. Pavoni ck.4

1. B. Dana 39

2. J. Burns 57

3. J. Smith 63

1. D. Coutts ck.8

B Bantam

B Light

B Heavy

B Senior

B Veteran

Women

A & B Four Stroke

C Bantam

2. G. Lynch ck.8

3. K. Joerres ck.6

4. D. Pelletier ck.6

5. J. Royce ck.6

C Light

1. K. Ryan ck.8

2. S. Lussier ck.7

3. P. Williams ck.7

4. J. Hacia ck.7

5. J. Copeland ck.6

C Heavy

1. S. Krarite ck.7

2. R. Mitchell ck.6

3. J. Rosier ck.6

4. B. Sironen ck.6

5. D. Diamond ck.4

C Senior

1. B. Sadowski ck.8

2. T. Moores ck.7

3. R. Freel ck.4

C Veteran

1. C. Kier ck.8

2. E. Gosteli ck.8

3. K. Quick ck.7

4. J. Stoddard ck.7

5. J. Hickey ck.6

C Four Stroke

1. T. Driscoll ck.7

2. R. Archambault ck.6

3. R. Troupes ck.4

S. Krarite made it the farthest—to check seven. C. Kier was top C Vet rider with 69 points at check eight, B. Sadowski got just as far with 76 points, which was the best in the C Senior class. T. Driscoll was the best C Four Stroke rider, with a 83- point ride to check seven.

What can we say? The 1990 Knox Brain Buster enduro was designed to be a good old tough ride,

but the weather made it too tough for most. Kevin Hines said afterwards "Wow! Was that a great course!" but he was the only rider that pleased. The Knox club did a good job with scoring and check crews, and actually had some good trails to ride on. Hopefully the weather will cooperate a little better next time.

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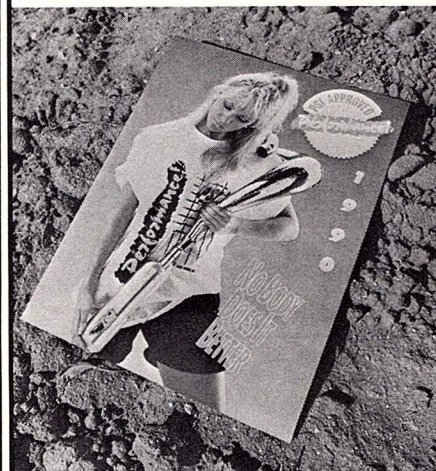
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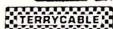
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What's Your Class?

Picking the right class to ride in NETRA, ECEA and others

By the Trail Rider class of '90

It's hard enough to arrive at the decision to spend your leisure time racing. The last thing you need is to stop at the sign-up table and agonize over what class to ride. It seems like it used to be simple: If you had a 250, you were in the 250 class. If it was your first race, you were definitely in the "C" class, or Novice class. If it wasn't, you were in the "B" or Amateur class; there were very few "A" riders, and it seemed to be something completely unattainable—at the time.

Now, things are different. There are so many different classes you need a scorecard to keep

	NETRA Enduro	NETRA H.S.	ECEA Enduro	GNCC H.S.
Veteran + 30	A,B,C	A&B,C	—	A,B
Senior + 40	A,B,C	A&B,C	A,B	all
Super Senior + 50	all	—	A,B	all
Junior + 25	—	—	—	all
Four Stroke	A&B,C	A&B,C	all	A,B
125cc	—	A,B,C	A,B	—
0—200cc	A,B,C	—	C	A,B
200cc	—	A,B,C	A,B	—
250cc	A,B,C	A,B,C	A,B,C	A,B
Open	A,B,C	A,B,C	A,B,C	A,B
Novice	—	C	—	(beg.)
Junior (9-16, 0-250)	A&B	A&B	—	—
Mini (9-16, 105cc)	all	all	—	—

This is a cross section of only the most local racing organizations to us. As you can see, even in a small area there is a bewildering cross section of classes to choose from. The next time you hit one of your local races check closer, and you may find a better class for you.

them all straight, and if you are over 30 you have even more choices to make. Why? Because organizers want to spread the classes out as much as possible, and give away as many trophies as they can; because you know as well as us that if you're likely to win a trophy—even with a half-hearted effort—you'll be back!

Here on the east coast, there must be a dozen different racing organizations within a half-day's drive. Plenty of choice, but each of them have

their own idea of what works best in "specialty" classes—Vets, Seniors, Four-Strokes, and so on. They all pretty much agree with basic displacement classes, and if you're under 25 and ride a 125, 250, or Open two-stroke, you're an "A," "B," or "C" and that's about it.

But, if you're over 25 in some areas, over 30 in others, or ride a four-stroke, your possibilities are greatly expanded. For example, if you ride an XR250 in NETRA enduros and are 32 years old,

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you could theoretically enter as an A, B or C 250, an A and B, or C Four-Stroke, or an A, B, or C Veteran. The choice is up to you—we'd suggest you count how many people are in each class first!

In the NETRA hare scrambles, the choice is a little different. The Vet class is just A and B combined, just like the enduro Four-Stroke class, but there is a Vet C and Four-Stroke C class, since there are so many beginner riders in those classes. Now, if you come down to ride an ECEA enduro you don't have so much of a choice, because there's no such thing as a Veteran's class in ECEA.

Confused? Hey, just downshift and gas it, you'll be all right!

So, in an effort to shed some light on all this, we called around and asked different organizations about their class breakdowns and put together a little chart to help clarify things. It's pretty simple; but where we put "A, B, C" it means there's all three ability levels, where you see "A&B, C" there's just two, and where we put "all" it means that there is no ability breakdown for that class. If there's a difference in age requirements we've noted that in the left column.

The next time you head out to a new race, or even one of the local races you may be going to now, look at the class breakdowns a little closer, and you may find a class that's easier, more fun, more competitive, tougher—whatever you want—than the one you're riding now. Lord knows you've got a huge choice....



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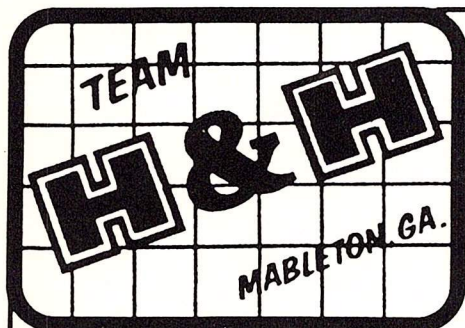
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NETRA Round 6

CATRA I

Heat and dust in Fishhouse

By Roger Schultz

Photos by Elaine Freitag and Schultz



A pair of riders tangle on the start. Heat and dust made the day a little more trying than the usual CATRA race.

Fishhouse, NY 7/29

Sunday July 29th CATRA held round six of the NETRA series. About 200 riders showed up to try the rugged six mile course. It was a small turnout by NETRA standards, but the heat and difficulty of the track kept some away.

A cool overcast morning cleared to a warm sunny day by the time the Juniors and Minis came off the line at 9:30. P.J. Peculis and Mark Charette finished one-two in the Juniors as they did the week before at Hurricane Mountain. Paul Rose, John Cahill, and Matt Simori made the Mini race a Suzuki sweep, in that order.

By the time the Novice class lined up at 11:00 A.M. it was getting warmer yet. Most of the Novices had problems with the Black Hole, a 100

yard section of black muck, rocks and roots that goes left, uphill over some serious roots at the end. If that didn't tire them, then the long off-camber hill that follows did. The lower line turned into a trap—deep powder sand with big rocks and roots to get over. If you got stuck here it really sapped strength, but there were three lines to choose from. Like most bad spots, as tough as CATRA is, passing is easy because there are many lines to choose from.

The Expert/Amateur race started lining up before 1:00 P.M. Now it was downright hot at about 90 degrees with no breeze. A delay getting the last of the Novice class clear, plus a get-off behind the line (somebody practicing starts ended and required an ambulance), kept the main

event riders cooking in the sun for a while.

The Experts got off with out a problem leaving a huge cloud of dust that hadn't cleared completely when the second row Vets, Seniors and Four Strokes got the gun. NETRA hare scrambles are intense!

There was a pile up on the start. A huge dust cloud appeared before the first turn, you couldn't see your fender. The earlier starts had ripped up all the grass and weeds. Not many in the main event had trouble with the Black hole, but the sand uphill and the extreme heat took a toll and many riders dropped out after three or

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four laps.

John Finkeldey rode to the overall win. He wowed 'um at the Black hole, he wowed 'um on the uphill and downhills and wherever they



It may have been bright and dusty out in the open, but it was still wet and sticky in some parts of the woods!

saw him. Nobody was surprised when he won the overall the week before at Hurricane Mountain, but CATRA is not a motocross track. Only dedicated hare scramblers enjoy riding the endless rocks, roots, whoops, rock gardens, mud-holes and off-camber up and downhills. It's a

CATRA Hare Scrambles	
John Finkeldey	KTM
High Point	
Tom Norton	KTM
First Overall A	
Brian Maranda	Hon
First Overall B	
125 A	
1. Jack Hazelwood	Hon
2. Lee Pelletier	Hon
3. Herb Murdough	Hon
4. Jason Haines	Kaw
200 A	
1. Stephen Wall	Kaw
2. Luis Colom	Kaw
250 A	
1. Steve Carbonaro	Hus
2. Scott Phelps	KTM
3. Paul Milliken	KTM
4. Dave Gunn	Kaw
5. John Towslee	Yam
Open A	
1. John Mc Mahan	KTM
2. Fred Towslee	KTM
3. Steve Formanek	Mai
A & B Four Stroke	
1. Jim Mitchell	Hon
2. Cris Crispin	Hon
3. Bob Davidson	Hon
4. John Campetti	Hon
A & B Vet	
1. Steve Bobetsky	Yam
2. Bob Young	KTM
3. Mark Gallant	Hus
4. Glenn Dougherty	KTM
Senior A & B	

1. Al Desrosiers	Suz	2. John Mayer	Hus
2. Bill Dakai	Kaw	3. Gerald St Laurent	Kaw
3. Roger Schultz	ATK	4. Jay Alciati	KTM
4. Wes Clarke	Hon	5. David Boutelle	KTM
Juniors		Four Stroke C	
1. P.J. Peculis	Suz	1. Bob Brownson	Hon
2. Mark Charette	Yam	2. Tim Driscoll	Hon
3. Dan Plourde	Yam	3. David Devine	Hon
4. Marc Neuman	Hon	4. Andy Morneault	Hon
5. Ray Archambault	Hon	Vet C	
Mini		1. Gary Fowler	KTM
1. Paul Rose	Suz	2. G. Conlon	Kaw
2. John Cahill	Suz	3. John Dunn	KTM
3. Matt Simori	Suz	Senior C	
4. Kris Mooney	Kaw	1. Tom Semeon	Hon
5. Tim Cahill	Suz	125 B	
125 C		1. Phil Lemere	Hon
1. Floyd Billington	Hon	2. Tim Stone	Kaw
2. Jim Ferrera	Suz	3. Scott De Mauro	Hon
3. Don Lawlea	Kaw	4. Chris Firth	KTM
4. Kevin Gallahan	Suz	200 B	
5. Stephin Meurs	KTM	1. Dennis Byrnes	Kaw
200 C		2. Kevin Soboleski	Kaw
1. Tom Traver	Kaw	3. Brian Tucker	Kaw
2. Fred Goldberg	Kaw	4. David Grochowski	Kaw
3. Ron Gadonniex	Kaw	250 B	
4. James Stoddard	Kaw	1. Wayne York	Hon
5. Barry Vallajek	Kaw	2. Mike Lewis	KTM
250 C		3. Dana Demetrius	Hus
1. Paul Williams	Suz	4. Russel Bair	Hon
2. Mike Alcaiti	Suz	5. David Plimley	Hon
3. George Ostrobinski	Hus	Open B	
4. Mike Gordon	Yam	1. Randy Ransford	KTM
5. Fred Norman	Hus	2. James Stronk	ATK
Open C		3. Doug Mille r	Hon
1. Pat Cahill	KTM	4. Craig Bridge	Kaw

pounding track, but he made it look easy.

Trail boss Jim Fultman did a good job organizing things. The sign-up people, checkers, scorers and food people also did a great job. Scoring was quick and accurate. Trophies were

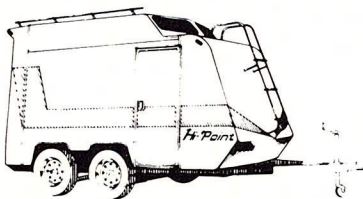
handed out at 5:00 P.M. Most riders asked said they liked the track, but said the heat was too much. CATRA thanks all the riders and crews for coming up to ride with us. See you at the next one in October!



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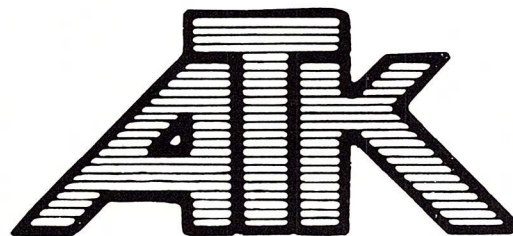
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TIME KEEPING TIPS

Expert suggestions on how to
succeed at enduro riding

By Jamie Theurkauf

Jamie wrote up these guidelines for AMA enduros for the benefit of his club members, the Valley Forge Trail Riders. There are a load of good tips here, and if you're just starting out in enduros we recommend that you learn all this by heart. You're going to need it!

By the definition in the ECEA rule book an enduro is not a race; it is a time keeping event.

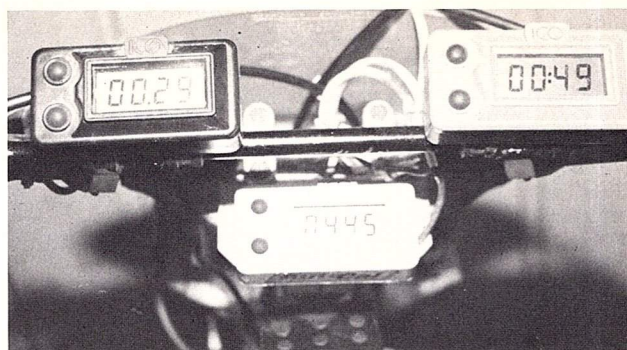
Of course, we all know that the winners are decided by who is the fastest in the woods, but they don't win on sheer speed alone. The top riders are all excellent time keepers, and know that riding a smart race can save valuable seconds and even minutes over the course of an enduro. It takes experience to master all the skills of an expert time keeper, but knowledge of the basics is necessary to get started.

Definitions

Start Control: A known starting point for an enduro or section of an enduro. Marked by a yellow flag with the letters "ST" in black. Riders times are recorded. There is no penalty for being early, but points are taken for being late. Riders leave a start control on the minute corresponding to their numbers.

Known Control: A known check point on an enduro course, usually at the end or at the gas stop. Marked by a yellow flag with the letter "K" in black. Riders times are recorded. There is no penalty for being up to 15 minutes early, but late points are taken. Arriving more than 15 minutes early results in disqualification.

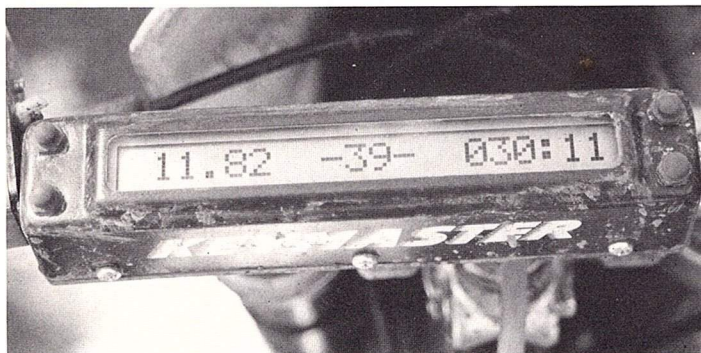
Secret Check: An unknown check point on an



You'll see a lot of expert's bikes outfitted with ICO equipment like this: enduro pacer on left, clock on the right, and odometer in the middle. Add a roll chart holder and there will be no surprises during the enduro.

enduro course. Marked by a half red, half white flag with the letter "S" in black. Riders are penalized for being early or late.

Emergency Check: An unknown check point on an enduro course. Riders times are recorded to the second. Optimum time to arrive at the check is 30 seconds into the rider's assigned minute (number). For example, if you are on number 5, you want to arrive at the check at 5 minutes, 30 seconds. Penalty seconds are calculated from the 30 second mark of your assigned minute. For example, if you are on number 5 and arrive at 7:09 you have 99 penalty seconds. If you arrive at 5:25 you have 5 penalty seconds. Riders are penalized minutes for being early or late. The seconds are used to break ties. Emergency



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You can buy pre-printed Jart Charts at the events, or make up your own from the club's route sheet. It's better practice to make up your own, but be careful of making mistakes.

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checks are marked by a half green, half white flag with the letter "E" in black. All ECEA enduros have at least 2 emergency checks.

Observation check: An unknown check point to ensure that the course is not cut. Riders times are not recorded and there is no penalty for being late or early. Observation checks are marked by a white flag with the letter "O" in black.

Free Time: Points on the enduro course where timed check points are not allowed.

Gas Stop: A refueling point on the enduro course. Timed checks are not allowed two miles before or three miles after a gas stop (free time). A Known Control may be at the gas stop.

Gas Available: A refueling point on the enduro course. There is no free time before or after a gas available.

Ground Mileage: The actual mileage ridden in an enduro.

Route Sheet Mileage: The mileage of an enduro including resets.

Resets: A point on the enduro where the route mileage increases, but ground mileage remains the same. Resets are used to allow riders to make up lost time.

Route Sheet: A document describing the enduro course. Information provided includes speed averages, resets, refueling points and major turn mileages and descriptions.

Major Turn: Sometimes called route sheet turn. These turns indicating a change in terrain or where more than one path can be chosen. All major turns will be listed on the route sheet and the mileage posted at the turn on the course. The following are examples of how turns are

BRAND X: KNOWING WHEN TO GO SLOW

By Peter Ruggiero

Now that you know everything about AMA rules, it's time to unravel the dark mysteries of New England Interval (NEI) timekeeping, or, as they are more affectionately referred to, Brand X. Depending on who you talk with, they usually either love or hate Brand X rules. For instance, Nine Toes Joe a.k.a. Joe Fred a.k.a. Joe Bungalow a.k.a. Joe Psycho a.k.a. Joe Curtie says, "Brand X Sucks!" He even has a t-shirt so emblazoned. On the other hand, NETRA Administrator and multi-event promoter Jerry Shinnors won't use any rules but Brand X.

Brand X rules were established by NETRA in the early 70's to prevent speeding by late riders on transfer sections. As you know, you must return to your original minute under AMA rules to zero checks. If you were late to a check and the subsequent reset was not long enough to get you back on

time, you have to wick up the throttle to zero the next check. Since many transfer sections in New England enduros use public roads, NETRA had to assure local police and elected officials that riders wouldn't be speeding on these roads. After numerous citations for late riders, NETRA had to correct the situation or face extinction. Brand X rules were created to stop this speeding problem and are now the predominant enduro rules used throughout New England.

So, how do Brand X rules work? Rather simply, actually. You are assigned a start number just like all enduros. However, at each check that you hit late, the minute you arrive at the late check becomes your new riding number for arrival at the next check. Hence, you essentially ride the event from check to check.

For example, say you start an enduro on minute 10. At the next check you arrive on minute 12; two minutes late. In

a Brand X event, 12 becomes your new riding minute and you're automatically back on zero. If this were an AMA event, the rider would have to make up the two minutes to get back on zero; in Brand X, when you leave the check you're right on time (there is no "two before, three after" rule).

How to keep time under these conditions? Well basically, if you could subtract those two minutes from your key time clock you'd be home free, and most riders do just that—only they do it in their head. For those of you who can't add, Whitestone Technologies makes a real nifty computer that calculates time due for Brand X events automatically. All a rider has to do is enter in the minutes late and the computer displays the new time due. This electronic device simplifies Brand X rules considerably and is being used by many top New England enduro riders.

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29.5 R TR (Mile 29.5, Right Trail)

30.2 L WR (Mile 30.2, Left Woods Road)

Rules

The winner of an enduro is the rider who negotiates the course and incurs the fewest number of penalty points (or second in the event of a tie). Points are incurred in the following manner:

Every minute a rider is late to a timed check (start control, known control, secret check, or emergency check) counts as one point lost. For example, if you are riding minute 5 and arrive at a check point on minute 9, you lose 4 points. First minute a rider arrives early at a check point counts as two (2) points lost. Each minute earlier

counts as five (5) points lost. So arriving 3 minutes early (or "hot") counts as 12 points lost. Note that hot points only count at secret or emergency checks.

Timed check points may only be placed on whole tenths of a mile and on an even minute. For example, a speed average of 24 mph means you must cover 0.4 miles each minute to stay on time. Since checks must be on an even minute, checks can occur only every 0.4 miles. That gives you free time for 0.3 miles! Now, if the speed average is 21 mph, you must cover 0.35 miles each minute to stay on time. But timed check points may only be placed on whole tenths. Therefore, at 21 mph timed checks can only be placed every 0.7 miles at two minute

intervals. This translates to 0.6 miles free time between possible check locations! Other speed averages and possible check locations will be discussed later.

Timed checkpoints must be separated by at least three (3) route miles. This includes start controls, known controls, secret checks and emergency checks. Three miles free time between checks!!

Observation checks may be placed anywhere on the course and there is no associated free time.

Gas stops have two miles free time before and three miles free time after. You may hear people say "Two in, three out."

Gas Availables have no associated free time.

There must be a refueling point, either gas stop or gas available every 40 ground miles or less.

Note that all free time mileages associated with check point locations and gas stops are route sheet miles, not ground miles.

Speed changes can only occur on whole tenths and even minutes.

Time Keeping Tips

Many C riders start right away using a computer. I do not recommend this as they tend to just match numbers between the computer and odometer. Start by using a clock, roll chart and your odometer. This helps to teach the significance of the speed averages and the available free time.

Learn where the possible checks can be at various speed averages. Remember checks must be on whole tenths on even minutes. The most common are:

6mph = .1 mile/min.

12mph = .2 mile/min.

18mph = .3 mile/min.

24mph = .4 mile/min.

30mph = .5 mile/min.

Learn to read a route sheet and use it to figure where checks are most likely. Most clubs will check you into and out of tough sections. Usually, a check out will be placed immediately prior to a reset. Check-ins can be anticipated as follows: Look for turns off of roads or dirt roads into long trail sections. The check-in will usually be placed at the first possible location (whole tenth, even minute) after the turn on to trail.

Learn to use all the free time available. For example, note that at 24 mph there is 0.3 miles free time between possible checks. You can ride hot for these 0.3 miles, but make sure you get back on time for the check. Note that this only works if your mileage is dead accurate!

Leave gas stops early and ride out to 0.1 miles short of the first possible check. Remember: two in, three out.

Try to hit all check-ins as close to the top of your minute as possible. Seconds saved at the check-in can save a point at the check-out.

Ride smart!! Use free time where possible and be on time where you need to be.

Armed with this information your first enduros shouldn't be a confusing mystery, but don't be disappointed if you don't win your first event overall. It takes many runs before all this becomes second nature, and many stupid mistakes along the way. Ride for fun, think about your timekeeping, and work towards mastering it.



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KTM 300 E/XC

Setting up and riding KTM's "little" open bike

By Paul Clipper

This is not a test of a stock bike. Well before we took delivery of the *Trail Rider* 300 E/XC, we'd heard rumors of problems KTM owners were having. Most of the problems were relatively simple but confounding in nature, such as poor jetting and suspension settings that were incompatible with our rocky riding.

So, rather than deal with each little problem piecemeal, we decided to let the dealer who set up our test bike go through and iron out every-

can buy right now will work wonderful in our New England/Pennsylvania rock runs. Not until you revalve the suspension.

It's not a unique thing to KTM, then, but something we definitely wanted to take care of. We had Hamilton Sportcycles in Hampstead, New Hampshire put the bike together for us, and they got together with Factory Connection to correct the valving in the forks and shocks. Actually, you will find if you buy a new bike anymore that this is the most economical way to get your suspension fixed—the shop owner will probably cut you

a deal on a re-valve job if he can do it on a new, clean bike before you take delivery. Just make sure that the person who does the valving (Factory Connection, White Brothers, Z Racing, Scott's, H&H, your dealer) is someone you trust and know can do a proper job for you. Learn this by communication and experience.

Hamilton also did a number of other little things to the KTM that you'll probably be interested in learning about. First, in the beginning of the year it was obvious that the 250/300 had a problem with kickstarter pawls—an innocuous little part



We had the suspension revalved to better suit the eastern terrain. To really soften the forks for rock riding we used Progressive Suspension's new spring for the White Powers.

Right: Bert Guerrette zips through the Pines on the 300E/XC.

thing ahead of time, and we'd just tell you what we did when it was all over. In truth, this seems to be the way most riders are buying their new bikes now. Why should you put up with a poor suspension for a couple of months, when you know up front that it isn't going to be right for the kind of riding you do? And this doesn't just apply to KTMs—in fairness to the Austrian company we'll remind you right now that *nothing* you



that you will never notice unless it breaks, and when it does it usually takes a lot of gears with it. Hamilton found that a 1974 Honda MT-250 pawl was the same shape and much stronger, and with a little machining it fit right in and cured the potential problem forever. He also found that the kickstarter idler gear uses a plastic bearing, and he replaced it with a steel bearing from a supply house. One other potential problem avoided.

While researching all these Honda parts, he found surprising similarities between Honda CR250 parts and the KTM components. For example you can use a 1990 CR250 clutch cable in place of the KTM one, CR air filters fit, and '89 CR250 rear sprockets bolt right on to the KTM. Also, '89 KX250 front brakes, and '87 KX125 front or rear brake pads work in the KTM calipers. We didn't use any of these parts, but it's neat to know they'll work.

The carb jetting we used on the 300 was a 60 pilot, a 190 main, a 6.0 slide, and a DG J1468 needle. The jetting was good for us, although it is practically impossible to get that Keihin carb to idle smooth and clean. You have to crank up the idle speed, and then it sits and coughs and pops where other bikes just purr away. It seems that the idle circuit is too lean on that carb, and there's little can be done about it.

The ignition timing was checked and set at 1.1 mm BTDC, which is where the latest specifications say it should be. Just a reminder—don't attempt to use ignition components from the 125 or 350 on the 300. They are completely different.

RIDING IT

We didn't know what to expect from the 300, mainly because a friend of ours had been racing one all season and complaining that it was too slow (compared to the 350). We got on the bike and couldn't believe it. It was like be pulled around on the end of a rope hooked to a F-14 fighter! Of course, we've been riding a Suzuki four-stroke dual sport bike most of the summer, so anything would feel violent!

It feels like everything you ever wanted from a 250, at least at first. The midrange power is awesome, with plenty of grunt at any time in any gear. It's really nifty when you're ripping right along. The trouble is, it turns back into a 250 when you get into a very tight spot.

Like, say, being stuck down in a rocky ditch with steep walls and slick mud in-between the rocks. This is the kind of situation that KTMs thrive on, and reason tells us that we should be able to ease the clutch out and give it a *little* gas, and it should chug right up the bank like a mountain goat. When you get to level ground you just whack the throttle and the front end up hop victoriously and you wheelie off to the next obstacle.

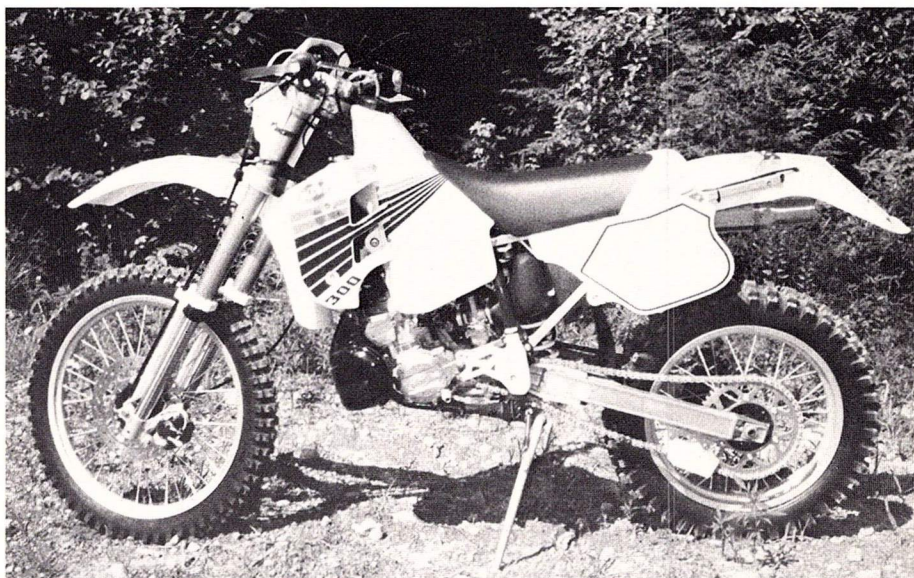
Well, sometimes it works like that, and sometimes it doesn't. The 300 is geared way too tall in stock trim, and you *have* to drop from a 14-tooth to a 13-tooth countershaft if you want to do anything more than fireroading. It really makes a difference; and it has for years—we looked around for a 13-tooth KTM sprocket in our junk bin here and found at least three 14-

KTM will probably fix future levers.

Shifting was excellent, compared to past KTMs. Even if it took going to a right-side kickstarter, this new shift mechanism is worth it. So

Ergonomically, the KTM fits like a second skin.

We liked the plastic frame guards and the new, quieter exhaust, and we weren't big fans of the obtrusive sidestand.



tooth sprockets off of older bikes! The right-side kick was a little awkward, but the bike sure does start easily. A half of a half-hearted kick was usually all it took. We had to grind the top of the kickstart lever pivot, though, to keep it from hitting the frame, which shouldn't be happening.

much better than the old 250 that there really is no comparison. It made a Suzuki RMX/DR shifter seem notchy in comparison, and really made our left big toe happy. Bravo KTM!

SOAKING ROCKS

The suspension did a good job of soaking up the rocks. We had a little too much oil in our forks at first, since Factory Connection had set them up for the average enduro racer. Our ambitions toward racing are extremely limited in scope, however, and we like a front fork that gooshes out under an impact like a plastic garbage bag full of rotten tomatoes. We swapped to the lightweight Spectro 85/125 cartridge fork fluid, set 130mm from the top of the tubes, and were much happier.

Really, if you're riding around on a KTM with a stock suspension, you aren't experiencing all that the White Power units can be. This 300 doesn't bounce in the rocks, the front end tracks fine in ripples and ruts, and the whole package is a joy to ride. It costs a few bucks extra but it's more than worth it.

We're not sure about the tires, though. This 300 came with Metzeler MX tires, well known throughout the world for their fine manners in rocks and hard pack, and they just don't work the way they used



to. Especially the front tire. It wasn't out-and-out bad, but just vague and insensitive in the dry rocks; not at all like what we've come to expect from a 3-ply Metz. Maybe they changed the rubber compound or something, but it just doesn't seem to stick the way they used to.

Ergonomics are typical KTM—suited to a taller rider. If you're five-ten or above it'll feel great, anything below that and you may have trouble touching the ground. If you *want* to touch the ground. If you're touching the ground, after all, you're not riding. And riding is more fun.

LITTLE DETAILS

The clutch pull isn't as light as the 250. They probably have stiffer springs in the 300 clutch. Wonder if it really needs them?

We installed a set of Tucker/Rocky hand guards on the stock KTM bars (cut down to 30.5) and they went right on with no bending. Nice.

The new style silencer really cuts down on noise without restricting flow. We ran a Sparky spark arrestor tip to make it Forest Service legal, and really noticed no power change with the spark arrestor.

The headlight is a real halogen unit that may be almost useful for night riding, if you dare. It takes up quite a bit of space between the forks, though.

Hamilton's told us to not lube the cables, since the liners are made of teflon, but once he's out of sight we're going to lube them all up. We'll

SPECIFICATIONS KTM 300 E/XC

Engine Type:	Liquid-cooled 2-stroke
Displacement:	297cc
Bore/Stroke:	72 X 73mm
Transmission:	Five-speed
Gearing:	14/50
Chain:	Regina o-ring
Tank Capacity:	12.5 liters (3.3 gal.)
Carburetion:	Keihin 37mm flat slide
Ignition:	SEM CDI
Forks:	WP Multi Adjuster
Suspension Travel:	300mm
Front Brake:	Hydraulic disc
Front Tire:	Metzeler MX 3.00X21
Rear Suspension:	WP/Pro-Lever
Suspension Travel:	320mm
Rear Brake:	Hydraulic disc
Rear Tire:	Metzeler MX 4.50X18
Seat Height:	944mm
Wheelbase:	1483mm
Ground Clearance:	386mm
Claimed Dry Weight:	226 lbs.
Suggested Retail Price:	\$3189

use Tri Flow, a very expensive spray lube you can find at auto parts and bicycle stores. It has teflon in the lube itself, so how can it hurt them?

Both brakes worked really well. Two improvements we would recommend: Replace the back disc with a solid one (available from Aldo's Harley/KTM in Bernardston, Mass.), and lose that plastic guard on the rear disc. It only serves to

hold in heat; if you need rock protection see if you can find one of those "shark fin" things at your dealer's. A solid disc will quintuple your brake pad life.

Oh, and change the rear chain guide, because it rubs against the side of the sprocket. We would cut off all the plastic that rubs against the sprocket, because it will wear the hard-coating right off the sprocket if you don't. You may want to use one of those Enduro Engineering rock guards on it, but be aware that if you bend it with a rock guard on it you'll have a helluva time trying to straighten it out on the trail.

So what do we think of it? KTM is doing strange things these days. For 1990, they seem to have gotten even further away from an out-of-the-box racing/expert trailriding machine; evidenced by the amount of set-up work we had to do on this one to get it bulletproof and working correctly. But, once we're through working on it, we have a bike that works much better than any of the last ones we tested. This 300 handles like an afterthought, soaks up all the logs and roots we hit with it, and snorts along really well—as long as we don't have to rely on a lot of grunt.

It an odd situation. On the one hand, it's a real hassle having to work so much just setting up the bike. But, since it responds so well to the work, it doesn't seem like that much trouble after all. Yes, we like it; but it's a shame it doesn't come out of the box like this. Maybe in 1991....



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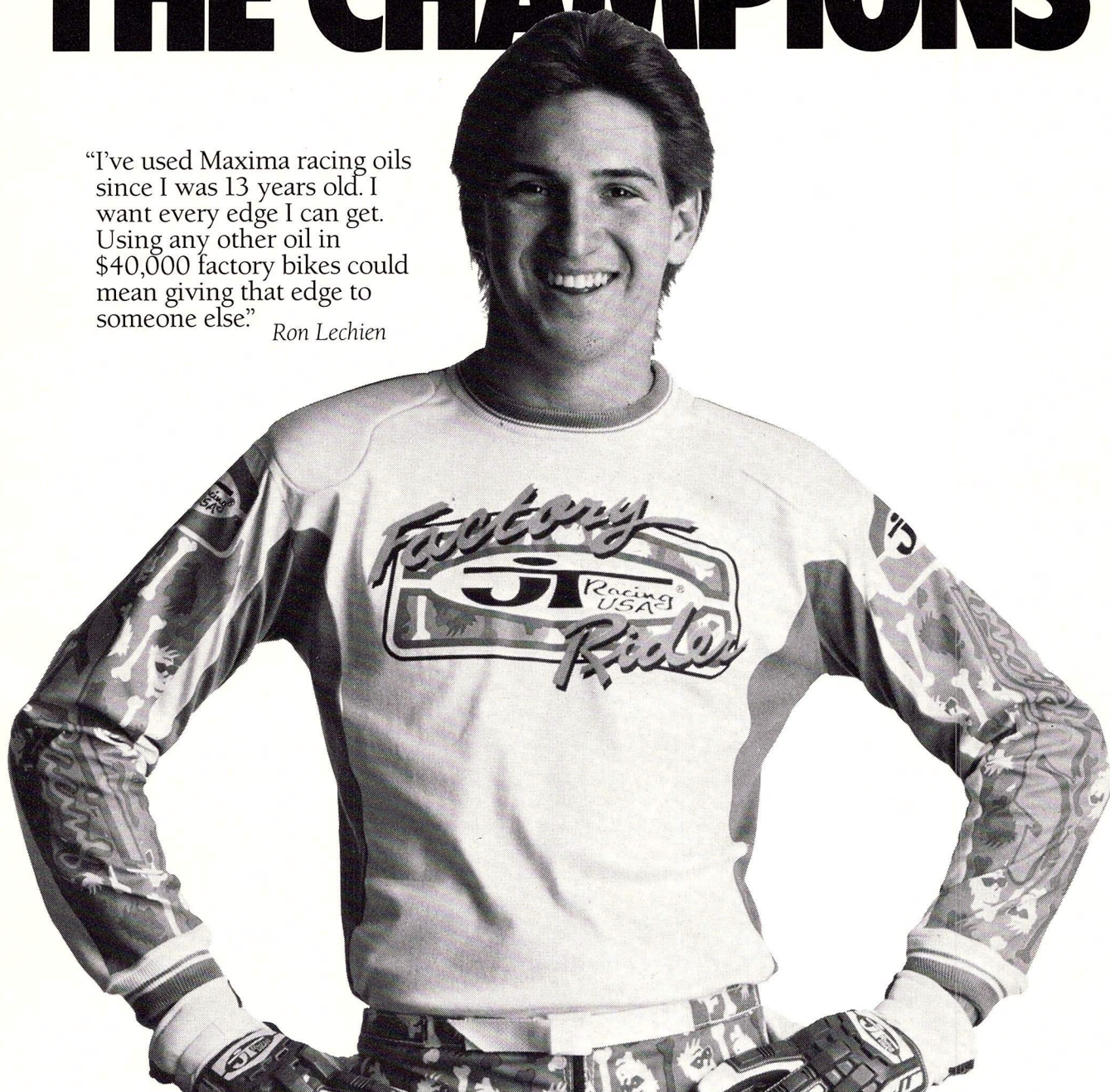
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ECEA Round 7

GREEN MARBLE

Finding the cliffs in Maryland

By Mary Funk

Whiteford, MD 6/3

On June 3, 1990, the Green Marble Enduro Riders Association held the 10th Annual Green Marble Enduro. This run is known for the scenic trails that run along some hairy drop-offs, the quarry where there is usually some type of gas stop, and of course the moss-covered marble. This year mother nature cooperated with the sun shining and temperatures not too hot. However, rain showers on Saturday left the Maryland clay very slippery for the Sunday event. The trails were just as slippery in the afternoon as they were in the morning. This is something that I personally became aware of. I found a great spot for some shots late in the afternoon, just before the last reset. The trail ran about 10 to 15 feet in from a 45-degree drop-off of about 15 to 20 feet. Well, getting up this small mountain was the easy part but getting down was faster than I

expected as I slid down the hill on my knees and sat there at the bottom for a few minutes with a dislocated shoulder. That was the first time I have come out of the woods looking almost as bad as the riders!

In the end, it was Kevin Bennett with an 8 in the Grand Champion spot once again this season. And, as usual, he had the competition by a couple of minutes. Wally Mollenkopf was next in line with a 10 but only after a battle down to seconds with Jack Lafferty Jr., who was 22 seconds behind. High Point A rider was DER's Denny Scotten from the Open Class with a fast 13 points.

The A-250 class was also decided by seconds. Chris O'Brien, riding a Honda, found himself in first place when the cards were hung. One second behind O'Brien was James Gunselman with Al Buchholz from HMDR following eight seconds later.



Marking a card at the Green Marble. The "A" riders were in the biggest hurry of all!

Mike Bear found himself at the top of the B Class dropping 16 points. Following behind him was Tim Rickey, also riding a 250, with 19 points in the total spot on the card. B-200 rider David Newton finished with 20 points to put him at the top of his class and give him the fourth position of the Top 20 B-Riders.

High Point C went to David Kelson dropping 31 points from the Open class. The Tri-County Sportsmen "hammered" their way to take first

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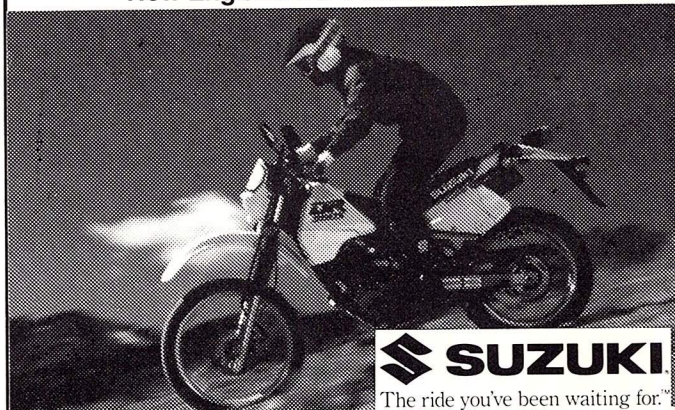
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place team by six points over the second place team finish from CJCR.

The day ended with a heavy rain starting right before the awards presentations but over all the day went well. I kept hearing the same two things throughout the whole afternoon—"It was great, but real slippery!" Now tell me something that I didn't know already.



Kenny Lee Taylor churns through the Maryland loam. It's great riding, as long as it isn't raining!

Green Marble Enduro

Class Results

22D Kevin Bennett 8

Grand Champion

4B Denny Scotten 13

High Point A

58A Mike Bear 16

High Point B

71A David Kelson 31

High Point C

AA

1. Richard Mollenkopf 10

2. Jack Lafferty Jr. 10

3. Ken Yankowski 11

4. Danny Nenstiel 11

5. Hank Stankiewicz 11

A-125

1. Steve Hodgson 14

2. Michael Lafferty 16

3. Robert Sauer 19

4. Rob Farber 19

5. Mike Collins Jr. 20

A-200

1. Mike Reszkowski 16

2. Richard Stuart 18

3. David Tucker 19

4. Mike Slate 27

A-250

1. Chris O'Brien 15

2. James Gurselman 15

3. Al Buchholz 15

4. Jeff Rosenberg 16

5. Bill Atkinson 17

A-4 STROKE

1. John Cushing 19

2. Vernon Wood 21

3. Bob Dugan 21

4. Mark Young 30

5. Russell Hancock 32

A-OPEN

1. Clifford Tenney 16

2. Rick Pino 19

3. Lloyd Gottshall 22

4. Anthony Tomasello 23

5. Kenny Lee Taylor 23

A-SENIOR

1. Tom Ebersole 18

2. Wick Wickline 20

3. Jack Lafferty Sr. 20

4. Bruce Triplett 22

5. Richard Tompkins 23

A-SUP SEN

1. Charles Stapleford 22

2. Wolfgang Kruse 32

3. Ed Baker 50

B-125

1. Mark Marcin 26

2. Tom Steese 26

3. Craig Shenigo 29

4. Matt Jablonski 29

5. Burnett Wilson III 31

B-200

1. David Newton 20

2. Darren Elseroad 25

3. Denny Varnes 25

4. Steve Reed 26

5. Todd Polonsky 28

B-250

1. Tim Rickey 19

2. Kevin Duffy 20

3. Terry West 22

4. Scott Ober 22

5. Neal Overly 23

B-4 STROKE

1. Glenn Gater 25

2. James Falconiero 28

3. Norman Chatigny 29

4. Jack Weichsel 29

5. Keith Mahon 35

B-OPEN

1. Dave Kiker 21

2. Rodman Rodgers 26

3. Chris Garber 26

4. Marty Graver 27

5. Mark Crosby 28

B-SENIOR

1. Ken Ettinger 40

2. Dick Shirk 41

3. Thomas Way 47

4. Donald Lewis 50

5. Robert Darpino 52

B-SUP SENIOR

1. Robert Lapinsky 41

2. Len Rehatchek Sr. 70

3. William Wahl Sr 83

WOMEN

1. N. Schlotterbeck 70

C-200

1. David Sague 37

2. Todd Geesey 39

3. Jeff Botsford 43

4. M. Dean Spencer 43

5. Scott Ashaway 47

C-250

1. Joe Newman 39

2. Wade Winemiller 41

3. Jeff Durepos 45

4. Bob Marcantonio 46

5. Rodney Gravenor 57

C Four Stroke

1. Frank Orsini 45

2. Alan Brown 61

3. Timothy Shepps 64

4. Matt West 132

5. Richard Resh 151

C Open

1. Kevin Baker 31

2. Donavin Gratz 36

3. Barry Lee 39

4. Mike Johnson 41

5. Troy Strayer 42

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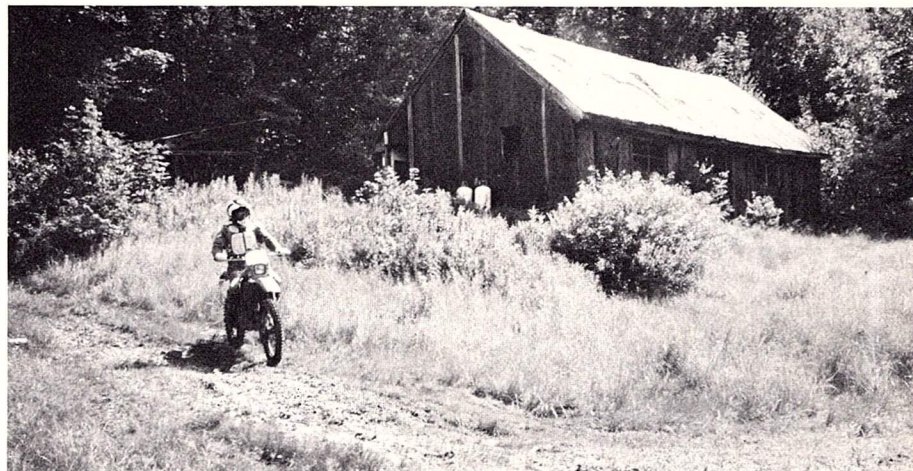
A great way to see southern Vermont

By Paul Clipper

Bartonsville, VT 7/29

When was the last time you went riding when you knew you absolutely, positively should have stayed home—at least—and actually would have been better off in bed. That's exactly what my trip to the Red Fox was like, and I really wish I could remember the ride better.

I got up at five o'clock on Saturday morning, a ritual more intended to avoid every trace of New York traffic than get somewhere in a hurry. On the way up to New Hampshire, to pick up the bike I'd be riding, I noticed my throat was sore. Not a good sign. By seven o'clock that evening I had wandered my way west to Springfield, Vermont, and the Hartness House Inn; bargained my way into a flowing deal on a huge room, and managed to develop a respectfully high fever. I was early to bed, sweating and shivering, and spent a less-than-restful night before waking up far too



The Red Fox is full of Vermont scenery and lots of rural riding locations like this one. This year it was also a very easy ride, save for one section.

late in the morning.

I knew better than to actually go riding, but hey—this is the Red Fox; guaranteed to deliver some of the best scenery and good riding trails of any of the New England turkey runs, and sick as I was it wasn't worth it to miss such a beautiful day.

I pulled up just as all my riding partners were getting ready to leave, and was told I looked a bit grayer than usual. No big deal. I threw on the gear and jumped into the back of the pack, and rode it regardless.

It really was a gorgeous day, though. Temperatures in the high seventies, blue sky with big, white puffball clouds. Just an excellent day to ride. In the first tough section I noticed I couldn't hold on to the big, as a bump made me bail off like a rag doll. Neat. Slow it down a notch and keep going.

Lots of cart roads this year. A few hills; every now and then my partner and I lost the trail, but the riding was still fine. We had problems reading the route sheet: I couldn't focus on mine, he wouldn't look at his. We deserve everything we

got, and then some!

One of the last sections was a little more than we bargained for, though. It was a downhill rutted two-track I remembered from two years ago. At that time, it was raining and slick, and you had to choose between staying on the high, slick center or bumping through the rocks on the washed-out sides. Well, this year there was only a little bit of center left; the rest was all rolling rocks. Including our, there were plenty of crashes there. The only saving grace of the spot was three boys sitting at a table at the bottom, offering free spring water—donations accepted. We donated, as did every other thirsty, sweaty rider in attendance. These kids could set up a real business there, and with all the money they made don't be surprised to find them lounging under a *Cinzano* umbrella next year!

It was a great ride, no doubt about it. I only wish I was in better shape to enjoy it. The Norumbega Trail Riders must have drawn in over 200 riders for the day, and we'll bet they get them all again next year.

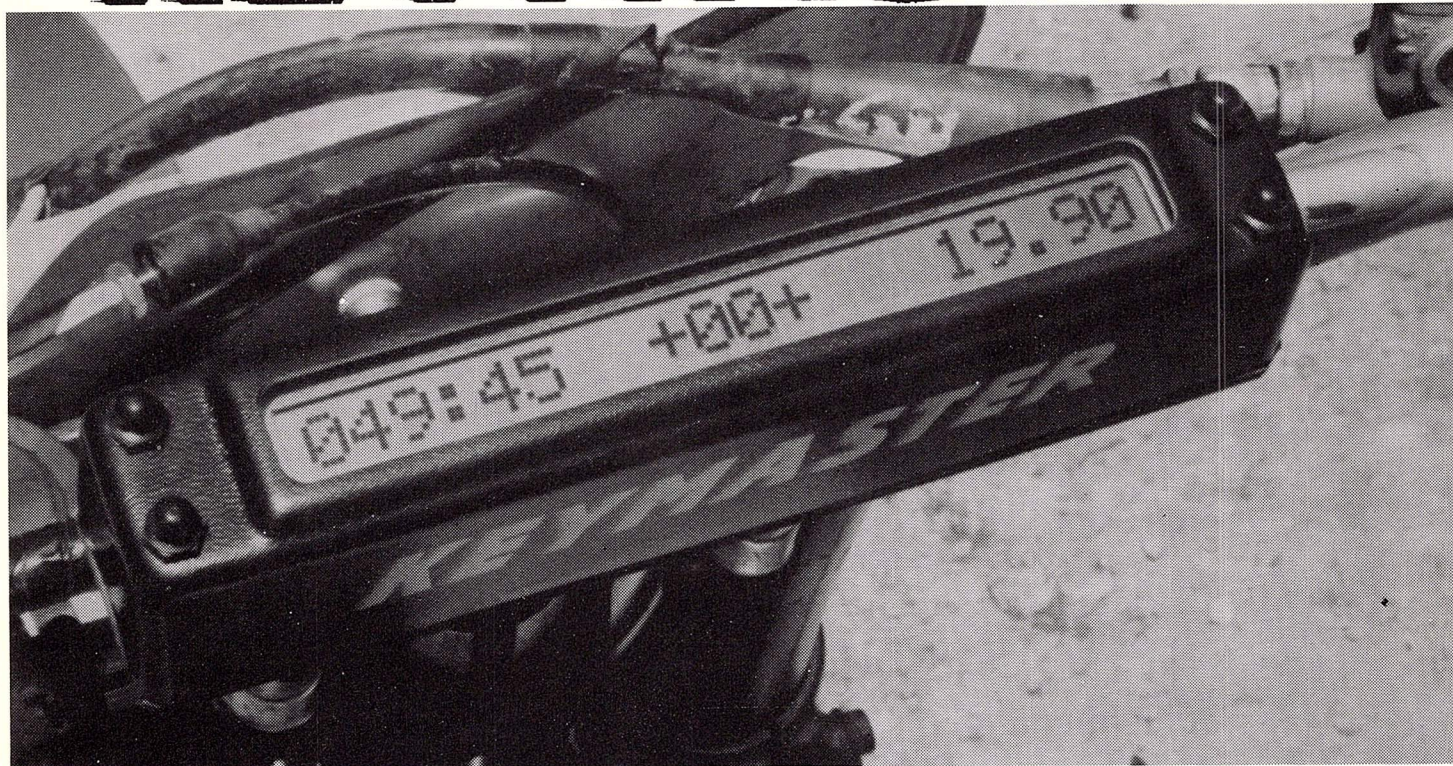


"Motorcyclists take over town, buy all gas at pumps! Film at eleven!"



These kids handed out spring water at the tough section, and accepted donations. They made a ton of money!

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—Mike Burlingham

Name: Mike Burlingham

Occupation: Manager of customer relations, S2 Yachts; president, Cycle Conservation Club of Michigan

Club description: "The Cycle Conservation Club is an off-road motorcycle club with 2000 members. Our main thrust is creating and maintaining trails and promoting the sport of noncompetitive trail riding. In 1968, Michigan closed several game areas to dirt-bike use, so some people banded together and formed the CCC to work with the state as a voice for off-road motorcycling. Since then we've continued to work with the Department of Natural Resources and the U.S. Forestry Service to build 1500 miles of trail, map it, and so on. For example, we just built a 48-foot bridge over a river in upper Michigan for the Department of Natural Resources. Three years ago we started the Six Days of Michigan so everybody can come and enjoy the perfect riding conditions here."

Riding history: "My family was into off-road motorcycling in the late '60s, and I started riding in 1970. My first bike was a Kawasaki 100 Trail Boss—you'd look at it now and laugh! I got involved in riding the trail system here in Michigan, and that has become my main recreational interest. I'm the 'I wanna go someplace on my motorcycle' type of guy. In the nonwinter months we get out at least every other weekend and put a couple hundred miles between us and the place we started. In fact, my week-long vacations on my bike, where I would go over a thousand miles without crossing



PHOTO: BARISH AGENCY

the same trail twice, led to the Six Days of Michigan."

Views on motorcycling: "I really enjoy it from the family activity aspect. With my wife riding, my little boy coming on board, and my little girl joining us shortly, we can ride as a family and enjoy camping, nature and all the things that go along with it. I describe myself as a conservationist who likes to ride dirt bikes. It gives me a vehicle for getting out and enjoying nature and showing my family the same joy."

Bikes currently owned: "I have a Honda XR350, and my wife rides an XR250. Our son is just starting to ride a Yamaha 50cc Y-Zinger. I also own a BMW R100RT and do a lot of commuting and touring on it."

Magazine: "To me, the other magazines are like alligators: all mouth and no ears. They run

strictly what they feel is important, how they perceive things from their little corner of the world, when that's not the way it really is. They're all flash and dash and monster, killer bikes. DIRT RIDER takes a more mature attitude and has more substance; it's based on fact rather than opinion. They've recognized there are only so many guys who go out and race on the national level and that non-competitive, recreational riders make up the vast majority of the riding public. DIRT RIDER has zeroed in on the type of riding most of us really do."

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Garage time

Mountainbike Maintenance

How to get that old beater cruising again

By the TR Gearheads

Okay. So you use a mountain bike for training and recreational riding when you're not racing. It's kind of fun, but a lot of work, and you've convinced yourself that all that work is good for you. But lately there's been something wrong. That trusty not-so-old bike hasn't been shifting so good lately, the brakes aren't so hot, and it's just generally feeling like a rattletrap.

Well, you're going to have to work on it. Either that, or hand it over to a bicycle shop and pay the same service rates as a motorcycle shop—and hey, you work on your own dirt bike, right? Why shouldn't you work on a bicycle?

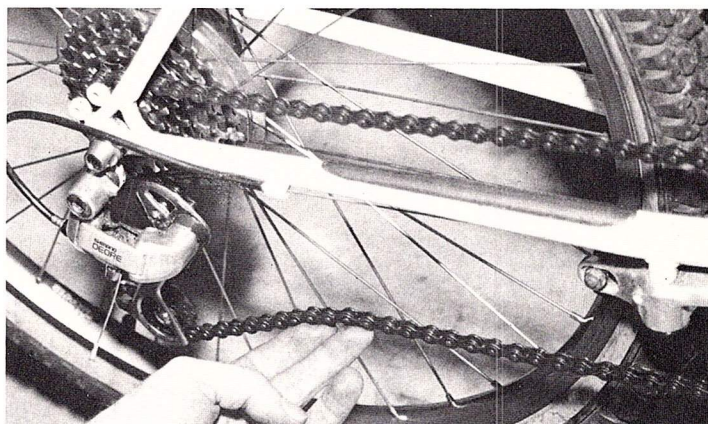
You should, that's the answer. But in order to do it right you're going to need to pick up a few tools. Bicycle tools aren't expensive, and the best way to get them is to go down to your local well-stocked bike shop and take your bicycle along. You need to get a set of *cone wrenches* for the hubs, whatever *bottom bracket* tools your bike takes, a *headset* wrench, and possibly a *freewheel removal tool* if your bike uses such an animal. There are other specialized things you can buy, but basically the rest of the bike will come apart with metric sockets and Allen wrenches. You'll also need some waterproof grease and some bicycle chain lube—it's lighter and a little less messy than motorcycle chain lube.

SHIFTING

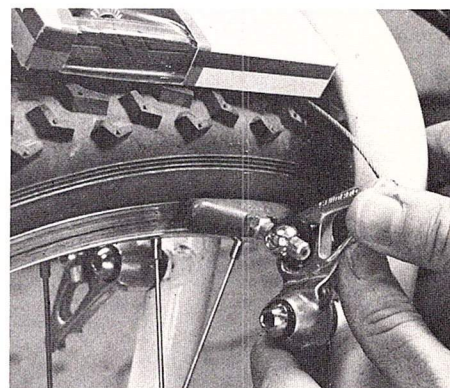
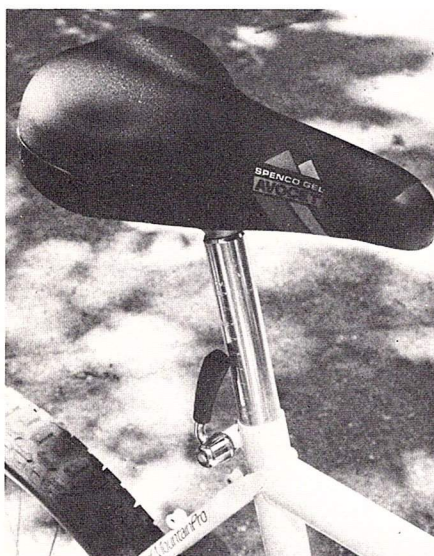
The one thing that affects shifting on a 10- 18- or 21-speed bicycle, more than anything else, is the chain. If you've been riding your bike every other day for a couple of months, your chain is worn out. You can usually notice a lot of noise

from a worn out chain, and there's an easy test: put a ruler up to a straight section of chain, with the "0" mark on one pin, then look down at the "12" mark. A good chain should line up the "12" with another pin, or be within 1/8-inch of it. If it isn't, it's shot.

But that's okay, because chain is cheap. A new chain (Sachs Sedisport ATB is a good brand)



By far, the most important part of your bike is the chain. Its condition determines how well the bike shifts, and if they're worn they break easily. Good news, though: A quality chain costs about \$9 by mail order.



Brakes wear rapidly, too. You can improve your stopping power by replacing the stock brake blocks with Madison Aztec blocks.

Many people complain about hard bicycle seats, but for \$20 you can solve the problem with a gel seat, such as this Avocet model.

Jart PROFESSIONAL ROLLCHARTS		*JART Rollchart Sample	
		9:27	38.8 24
		9:28	39.2 24
		9:29	39.6 24
ANY ENDURO		9:30	40.0 24
ANY TRAIL RIDE		9:31	40.4 24
ANY PLACE		9:32	40.8 24
*VERSION FOR ANY RIDER		9:33	41.2 24
*CHOICE OF AA		9:34	41.6 24
&		9:35	42.0 24
FACTORY RIDERS		9:36	42.4 24
CALL OR WRITE:		9:37	42.8 24
1210 N. JEFFERSON ST.		9:38	43.2 24
#H		9:39	43.6 24
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Larry Naston would like to thank all the New England dealers for their past support as he moves on to a new position at AXO. Keep riding, keep wearing AXO, keep having fun!

—Larry Naston

AXO SPORT/SINISALO USA-WHEN YOU'RE SERIOUS ABOUT WHAT YOU WEAR

will set you back about \$16 from the bicycle shop, or about \$9 mail order. When you buy a new one, get two so you have a spare. Count the links on your old chain and cut the new one to the same length—you did buy a chain breaker, didn't you? Use the breaker to push the "master" link pin home (it isn't really a master link, more like an endless chain) and you're all set.

Now you'll find out if the sprockets are worn out. You can't really tell by looking at them, but if you hear a lot of noise when you're pedaling, or if it "skips" in some gears, you've got some bad cogs. Drag it all down to the bike shop and buy replacements. You'll find that the big gear on the crank ("chainrings" they're called) will

cost about \$20 each—at least—and the rear cogs come in a set that can cost from \$30 to \$50. Obviously, the chain is cheaper, so replace it often.

The shift levers themselves are pretty bulletproof. If you think they're full of dirt you can take them off and wash them out with WD-40, but don't take them apart. Lube the cables, spray the derailleurs with WD-40 and wipe them down, and it should work fine.

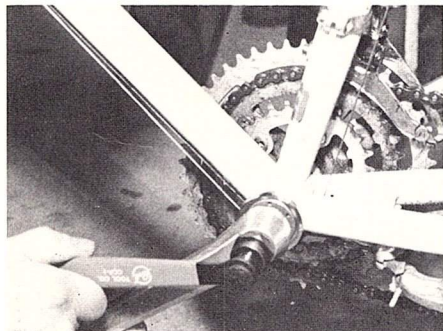
BEARINGS

Now if you ride the bike with a new chain, you should immediately notice that it's easier to pedal. Pretty neat, huh? Want to make it easier? Repack the wheel bearings, the bottom bracket bearings, and check the freewheel for wear and

you'll be really amazed.

The wheel bearings are pretty simple. Use your cone wrenches to loosen the axle jam nuts on one side (usually the left), and then back off the nuts, spacers, and bearing cone while being ready for a bunch of loose balls to fall out. Some hubs use caged balls.

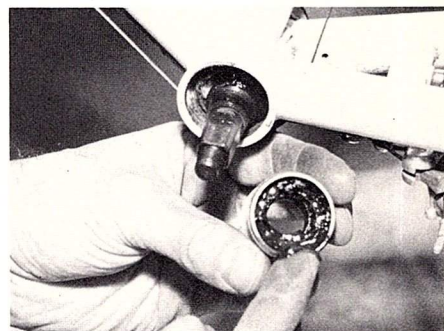
If the balls look more like rocks, go down to your local bearing supply house and buy a bag of balls in the proper size—measure the old ones. They're usually 3/16- or 1/4-inch balls, and they cost about \$3 a hundred. Clean out the hubs (the bearing "cups") and swab them with grease, and then insert the new balls, stopping when you can only fit one more in. Carefully screw the cones back in and then tighten them by feel—not



Bottom bracket maintenance takes special tools, but it's necessary to ensure long life and easy pedaling. First remove the crank arms with a special tool that works like a mag puller.



A lock ring comes off, then the bearing cup is screwed out with an adjustable pin spanner. It pays to go at this carefully, because screwing up the bottom bracket can be expensive.



When the bearing cup is out you can clean the balls and races and regrease everything with waterproof grease. Both sides need to be pulled to get at all the bearings.

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Some older freewheel assemblies were made to be disassembled and repaired when they died, but anymore the bulk of them are thrown away and replaced with new ones. If your bike "skips" when you pedal, this is the little bugger that's giving you trouble.

too tight, not too loose. You'll probably have to ride it a little and then re-check them.

Next, check the bottom bracket—the hub that the cranks spin in. Dust caps cover the bolts that hold the cranks to the axle, and you'll need a special tool like a mag puller to get the crank arms off. Use a special wrench to loosen the jam nuts on the hub, and then back out the bearing cups. Check the balls for condition, then grease it all up and put it back together—not too tight, once again. It may take a couple tries to get the torque just right, but bicycles are a lot easier to work on than motorcycles.

The other serious bearing location is the

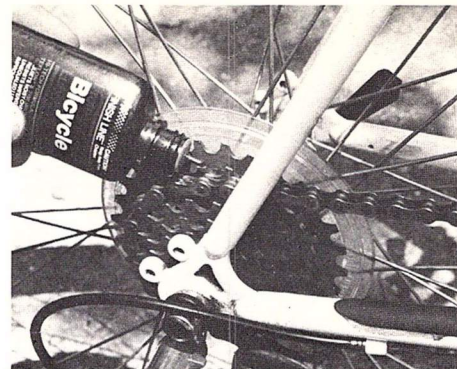
freewheel, the assembly on the back wheel with all the cogs attached to it. This nasty little thing has two rows of 1/8-inch ball bearings inside of it and a pawl/ratchet arrangement that is unbelievably tiny and fragile, considering that it has the job of transferring all of your horsepower to the back wheel. If it breaks, you'll know it. Some, but very few, are repairable, and you can take them carefully apart, clean them out, and lube them up again. Most are disposable. If yours skips or makes ugly noises, take it down to the shop and get a new one.

COMFORT AND PLEASURE

Take your bike out now and ride it, and it'll feel like a brand new machine. There are a couple other things you can do, though. Disconnect the front brake, remove the handlebar stem, and take the headset apart and re-grease the bearings there. It's just like an old motorcycle head with ball bearings instead of cones. It probably won't steer any better, but the attention will keep it from rusting or rattling itself oval.

Do you wish you had better brakes? Yours are probably worn out. Go back down to the shop and buy a set of Madison Aztec brake blocks for the front and rear, and replace your old ones. It takes some fiddling to get them lined up right, and you should "toe them in" so the trailing edge of the brake pad contacts the rim first. Madison makes some of the stickiest brake pads, and they should stop you fast enough to make your ears pop.

One last thing. Now that you're going to be putting tons of miles on your resurrected



In order to keep the pedaling as easy as possible, you'll want to use a special bicycle chain lube, like this Finish Line product or Tri-Flow. Finish Line is not made by the dented pipe guy, Dan Sinkoff, but you can find it in bicycle stores.

machine, you're going to be noticing the seat. Your stock seat was probably selected as the best price compromise, and not the best cushion. We replaced one of our seats with an Avocet M30 Gel seat, and boy are our buns happy. This type of seat uses a jelly-type Spenco shock absorbing gel in critical areas of the seat top, and they can make the difference between a good day in the saddle and a tremendously sore behind. Try it, you may like it.



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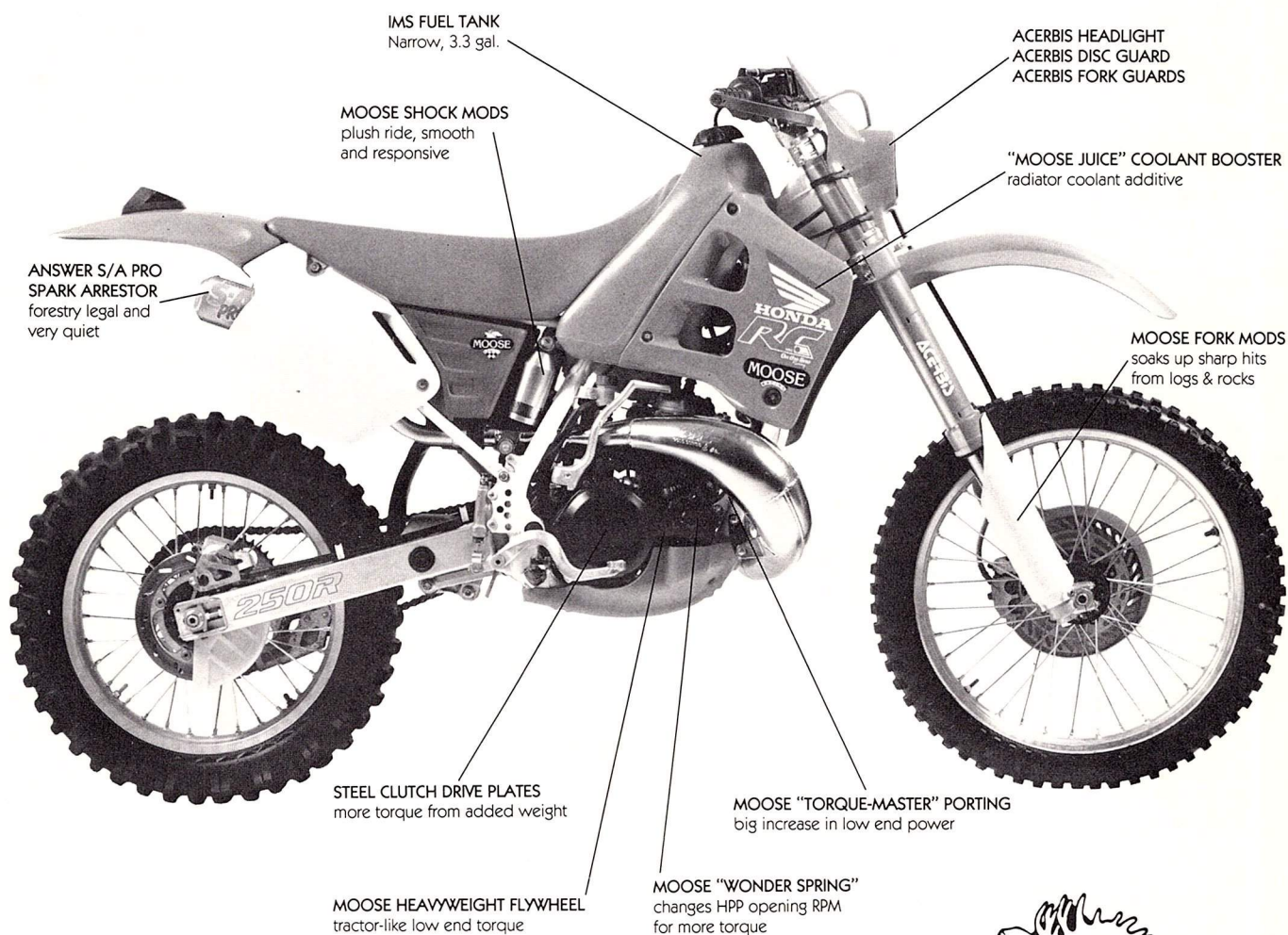
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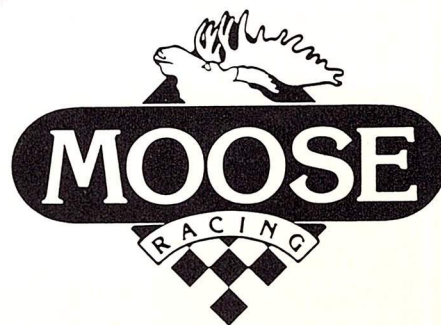
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SANDY LANE ENDURO

PRESENTED BY THE
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SUNDAY OCTOBER 7, 1990

KEY TIME 8:00 A.M.

APPROXIMATELY 100 MILES

START: INTERBORO GUN CLUB

GREEN BANK, NJ

MACHINE REQUIREMENTS:

ALL BIKES MUST HAVE A LICENSE PLATE AND WORKING MUFFLER. FRONT NUMBER PLATES ARE REQUIRED!

RIDER REQUIREMENTS:

DRIVER'S LICENSE, ECEA CARD, AMA CARD. IF YOU DON'T HAVE AN ECEA CARD, ONE MAY BE OBTAINED AT NO COST BY TAKING A TEST ON SATURDAY 1 P.M. TO 6 P.M. AT THE GUN CLUB. NO TESTS WILL BE GIVEN ON SUNDAY.

ENTRY FEE: \$20.00 PRE-ENTRY • \$25.00 POST ENTRY

STARTING POSITION:

DETERMINED BY DRAWING. ENTRIES MUST BE IN OUR POSSESSION BY SEPT. 30 IN ORDER TO MAKE THE DRAWING. ONLY ENTRIES WITH MONEY WILL HOLD YOUR NUMBER. RIDER INFORMATION WILL BE SENT BY RETURN MAIL.

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GREAT SPAGHETTI DINNER SATURDAY NIGHT, FULL BREAKFAST SUNDAY, FOOD ALL DAY SUNDAY. THE INTERBORO CLUB DOES A GREAT JOB WITH FOOD, PLEASE SUPPORT THEM!

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INFORMATION: (609)227-4573

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Rider's Class (check one) _____ Vintage

___ AA ___ A ___ B ___ C

___ Senior A (40+) ___ Senior B (40+) ___ Women

___ Super Senior A (50+) ___ Super Senior B (50+)

___ 4-Stroke A ___ 4-Stroke B ___ 4-stroke C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

Vehicle No. _____

Witness _____

Address _____

**Participant under 18 must have
notarized parent/guardian signature!**

Parent/Guardian Signature (sign in ink)

Notary _____

Commission Expires _____

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Rider's Class (check one)

___ AA ___ A ___ B ___ C

___ Senior A (40 +) ___ Senior B (40 +) ___ Women

___ Super Senior A (50 +) ___ Super Senior B (50 +)

___ 4-Stroke A ___ 4-Stroke B ___ 4-stroke C

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Notary _____

Commission Expires _____



Delaware Enduro Riders, Inc.
2190 South College Avenue • Newark, Delaware 19702
present the



Annual

DELAWARE STATE ENDURO

October 28, 1990

Key Time 7:00 AM Eastern Standard Time

Directions: The start is located off US Route 40 on Porter Road at Gloryland Park. Arrowed from Route 40, east or west.

Starting Position: Will be determined by drawing on October 18. Rider information and confirmation will be mailed after the drawing.

Payment: Make check payable to Delaware Enduro Riders, Inc., and mail to above address. **Pre-Entry \$22, Post Entry \$27. No refunds.**

Requirements: All riders must have a valid motorcycle drivers license, and all machines must be fitted with a valid license plate with a current registration, and a

securely attached, working muffler. There will be a sound test at the start. All entrants must have a current AMA and an ECEA card. ECEA tests for new members will be given Saturday between noon and 7 P.M. No tests will be given Sunday.

Lodging: Unlimited camping available at the start. Motels nearby on Delaware Route 13.

(No entertainment Saturday night)

Food: Food and refreshments available Saturday and Sunday. Breakfast available Sunday morning.

Information: (302)738-5975 (Entries) or (302)834-4411 (Referee).

Motorcycle Competition Inc., presents the

STUMPJUMPER ENDURO

November 11, 1990 Keytime 8:00 A.M. • \$23 Pre-Entry, \$25 Post
Non points-paying A&B Veterans class this year!

One dollar of each entry will be donated to the POW/MIA fund in appreciation of the USAF 108th Technical Fighter Wing continued cooperation with Motorcycle Competition, Inc.

Location: Warren Grove Firehouse, Warren Grove, NJ. EXit 67N on the Garden State Parkway, arrowed from Route 72 and Route 539.

Course: Approximately 90 miles of fun sand riding. This is a true New Jersey enduro!

Lodging: Plenty of primitive camping at the start. Some motels nearby, very close to Atlantic City.

Food: Available at the fire station, also Lucy's famous restaurant will be open all weekend.

Requirements: Motorcycles must have a license plate with a current sticker, headlights and taillights and a working muffler. There will be a sound test at the start. Bring your AMA card and your ECEA card, both will be available at sign-up on Saturday for new riders. No ECEA tests will be given on Sunday morning. NETRA members and other district riders are welcome.

Information: Referee Glenn Wisniewski, (201)477-7058 after 6:30 P.M.

Mailing Address: MCI, 593 Beach Plum Road, Brick Town, NJ 08723.



Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Rider's Class (check one)

___ AA ___ A ___ B ___ C

___ Senior A (40 +) ___ Senior B (40 +) ___ Women

___ Super Senior A (50 +) ___ Super Senior B (50 +)

___ 4-Stroke A ___ 4-Stroke B ___ 4-stroke C

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Signature _____

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Address _____

**Participant under 18 must have
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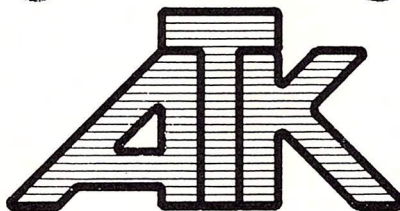
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1988 ATK 406 Ridden very little, almost showroom new, \$2000. (609)768-9307.

1985 500XC Husky New Wiseco piston, rod kit and bearings. Metzeler Multi-X, Omega o-ring chain, Twin-Air filter. \$1000. **1984 CR80**

Honda New cylinder, piston, rings, bearings. Runs great, good kid's bike. \$500, call (609)768-9307.

1989 ATK 406 Enduro Exc. cond., \$2800 **1975 Kawasaki KT250 Trials** 900 original miles, all original incl. tires; \$500. **1973 Bultaco 350**

Sherpa T trials bike, 1500 miles, all original, \$400. Pictures/video available for all bikes, call for details. (804)465-0565.

1989 KTM 350E/XC Great condition, Dyno Port pipe, ICO odometer, Bark Busters, ATK HD fork springs, radiator guards, disc cover, spare parts. \$2095, call 893-7294 evenings or leave message (no area code given-try 609)

1988 KDX200 Exc. cond., WES muffler, Boyesen reeds, Bark Busters, new o-ring chain, chart holder, Fredette chain guide, new brakes front & rear, new sprockets, lots of extra parts, well kept by 42-year old. \$1500, (508)356-0957.

1990 Suzuki DR350 250 miles, dealer price is \$3300, will sell for \$2400 firm. (203)881-0181. **Wanted: 1969-72 Husqvarna 360C Sportsman** or Enduro. Also, I need tanks, fenders, exhausts for same bikes, and any sales, promotional or test materials from era covering these bikes. Please call collect with any information. Alan Ghaleb, (818)713-9071.

1989 RMX 250 Only 280 original miles, Bark Busters, Answer silencer, DeVol pipe guard, competition modifications already done. Works great, \$2700. Call (609)726-9230.

1990 KTM 250 D/XC New tires, chains, sprockets, the works. Low miles, \$2650 obo. (802)447-8606.

1990 KTM 300 E/XC Only a half season on bike, all extras. Factory Connection susp., good tires. \$2600, (609)268-2218.

Rickman Montesa Parts wanted, plus manuals, books, whatever from 1973 models. Call Wally with information, (201)229-6623.

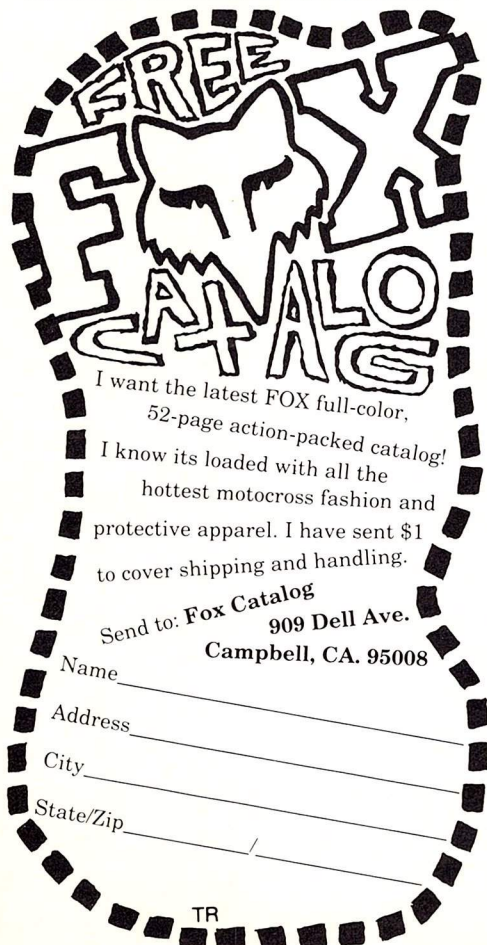
1989 KTM 250E/XC Bark Busters, radiator guards, skid plate, exc. cond., \$1950. (914)564-0923.

1990 Husaberg 500 four-stroke. Exc. cond., lights, Sparky, hand guards, new chain/sprockets, etc. Make offer, (313)375-0869.

1990 KTM E/XC Great shape, radiator guards, standard and tall seats, works suspension. \$2649. **1987 Honda CR250** Very clean, low hours, \$1299. Call Mike at (215)339-6497 days, (609)728-0545 nights.

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1989 KTM 350 excellent condition, with Ghost computer and Bark Busters. Raced three times. \$2500, call Bill (508)468-6365.



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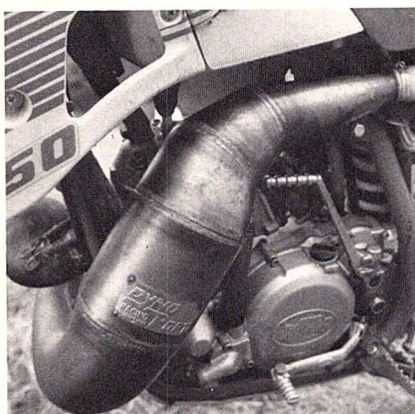
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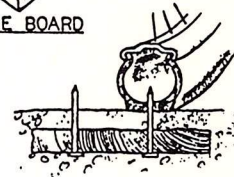
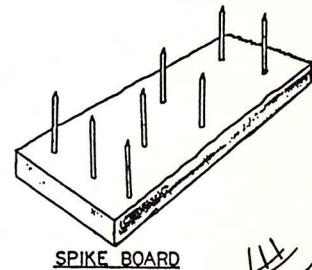
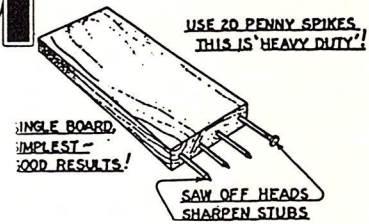
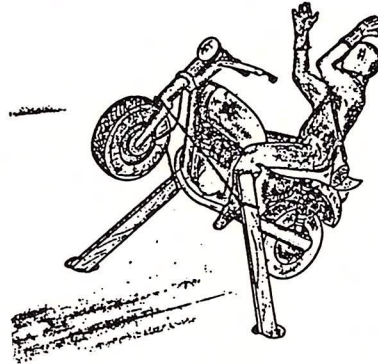
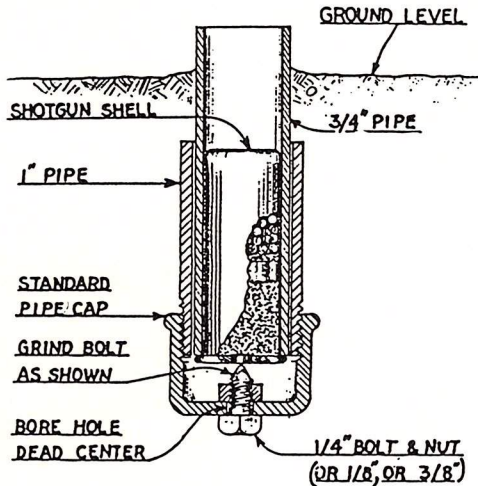
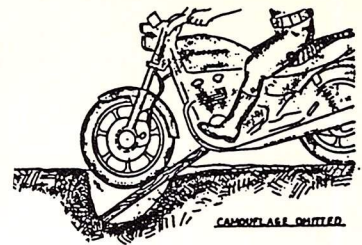
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SHOCKING? Yes, but it's happening. Eco-freak groups like Earth First are spiking trees, putting traps on trails, destroying equipment and trying to put an end to off-roading as we know it.

WHAT ARE YOU GOING TO DO ABOUT IT? You can find out who these people are, who gives them money for their terrorist activities, where they meet, where they live and how they go about their immoral and illegal activities. You can do it by joining **THE SAHARA CLUB**.

DO IT! OR LOSE IT! If you don't get off your butt, public land will continue to be taken away from us at a staggering rate. The Sierra Club, for example, has over 500,000 members. We have millions of off-roaders in this country who simply will not even lift a finger to fight. We could easily match the clout of the eco-freaks... but you'll have to get involved. Join. Tell a friend.

WHAT IS THE SAHARA CLUB? Formed by Rick Sieman and Louis McKey, the SAHARA CLUB was formed to fight the Sierra Club head-on, just the way they fight. We plan to use the legal system like a battering ram to get more than our fair share of media coverage.


WHO ARE THESE GUYS? Louis McKey, also known as the Phantom Duck of the Desert, has been fighting to keep our public land free since 1974. Rick Sieman was the first editor of *Dirt Bike* over 20 years ago, and is now a professional off-road racer on the SCORE/HDRA circuit, as well as a writer for several off-road publications. Together, they won a landmark case in 1981 that kept all existing roads and trails open for public use. Lou and Rick have been battling for your right to use your land for a long time . . . and now they're ready to turn pro and go for the throat full-time!

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October 28, 1990

Club Pre-Entry \$10

Club Member \$15

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Post Entry \$25

Time Schedule: 7:00—9:30 Sign-up; 9:45 Rider's Meeting; 10:30 Start

Classes: 0—200, 201-Open, Expert, Amateur, Novice, Senior, Super Senior

Starting Place: Toppings Path (Manorville), L.I.E. (Rt. 495) Exit 71. Follow arrows and directions.

Rider Requirements: All riders must have a valid AMA card. AMA registration available at sign-up. Helmet, boots, goggles, gloves a must.

Course: Approximately 12 miles of tight trails, open trails, firecuts, some whoops. Fun for woods and MX riders.

Information: Bill (516)752-0944 or Lou (516)752-7094.

Please leave mini bikes at home. Any pit racing done by riders or children will result in disqualification of rider. This applies to before, during, and after the event. No bikes may be started, no alcoholic beverages, no camping.

Mail pre-entry to Bill Adamchik, 522 Secatogue Ave., Farmingdale NY 11735. Pre-entry must be received by 10/25/90

NAME _____ AGE _____
ADDRESS _____
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PHONE _____
CLASS _____ BIKE: _____

If the member is a minor, I the undersigned parent or legal guardian of such a minor member execute and assent to the above release in behalf of said member.

PARENT (OR GUARDIAN) _____
SS _____ 198 _____
EVENT _____ DATE _____
ORGANIZER E.L.I.M.C.

LIABILITY WAIVER

I, the undersigned, hereby agree, in entering this event, to forever release and discharge the organization promoting this event, and its officers and members, the Eastern Long Island M/C and its officers, trustees and members, all other participants in the event, and all property owners over whose property in the event may pass, from any and all loss, injury, expense, damage, cause of action, or any claim whatsoever, which I may suffer or sustain, or which may arise out of or in connection with the event and my participation therein.

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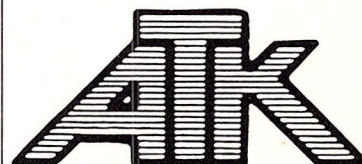
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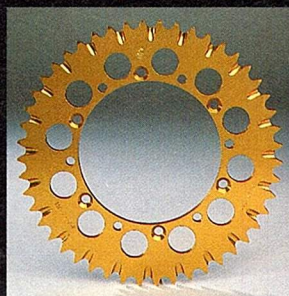
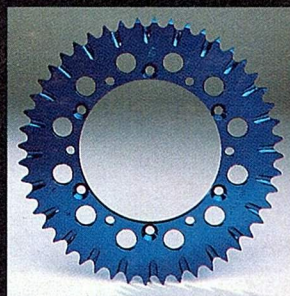
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